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FEBRUARY 1960

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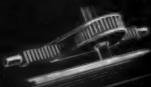
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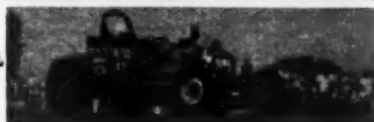
COMPETITION COUPES AND SEDANS



ROD & CUSTOM IN MINIATURE



OTIE'S ELIMINATOR



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E. J. PETERSON publisher	WALLY PARKS editorial advice
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FEBRUARY, 1960

the starting line

by the editor

THE RECENT scandal of rigged TV quiz shows has aroused the national mind to an awareness that the morals of the country as a whole have reached a new low. All too many, upon hearing of the incidents, were inclined to dismiss them as harmless — a part of the entertainment. How widespread is this disease that wants us to cheat our fellow man? Let's do a little soul searching into our own sport. Remember the fellow at the car show who was so hot for a trophy that he filled out his entry information sheet to show a step in the frame when in reality there was none? The car was so low that it was impossible to see underneath, but the frame was resting on the rear axle. When the judges tallied up the scores and a decision for top place was tied, the only answer was a detail check of the two cars involved. Everything on the topside equaled out so one judge produced a jack to check for underside workmanship and cleanliness. Only then was it discovered that one entry had falsified his sheet. Harmless? In this particular show it was of great interest to the general public what the outcome might be on so close a contest and the trophy presentation had been delayed while the judges made that final check. The result was seen and the show viewers went home with a new idea of custom cars and their owners.

Another place we find this "innocent fudging" of the rules is "most any drag strip, 'most every Sunday. The so-called *Stock* classes are filled with honest young (and older) Americans trying to get away with something. Some strip managers, in order to cope with this situation, have instituted a class wherein any modification may be made that doesn't show.

We can do what we can to legislate the cheaters into a class of their own, but how much better it would be if we might each resolve to be fair to our friends, our sport and ourselves.

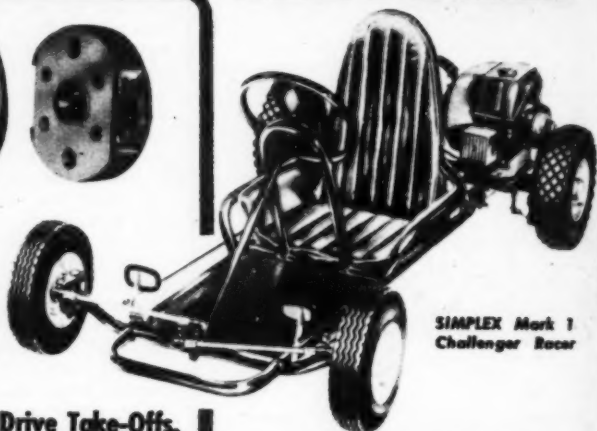
lynn wineland

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10 Tooth	11 Tooth	12 Tooth

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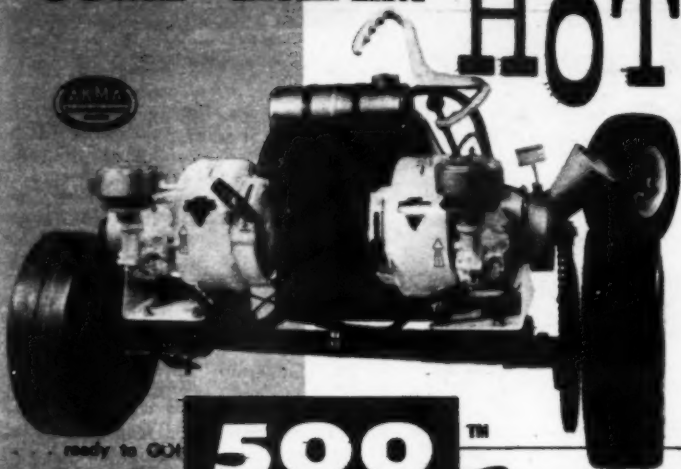
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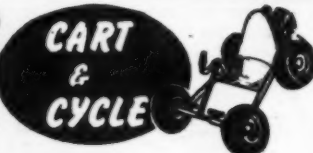
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OUR READERS

IT'S A '32

In your November issue of Rod and Custom, Leo Goedde said that the Plymouth in your April issue was not a thirty-two (32) but a thirty-one (31). This is not true, just because of the oval and square backshield. There were two models made in thirty-two (32), the P.A., and P.B. The model P.A. and the thirty-one (31) were identical. Leo Goedde's thirty-two (32) is a model P.B.

I am fifteen years old and read your magazine.

Pierpont, Ohio

Archie Dewey

EAST VS WEST

I am writing to defend my brother. He wrote in a letter in May. In this frank but extremely true letter he ranked many of the east coast automobiles. When readers (probably with a great love for the eastern ideas), were hurt.

If the readers that don't agree with my brother's statements have the nerve to crab; then they probably have a guilty conscience. If they don't, then they would have to realize that my brother didn't say that all of the eastern cars were bad. (Many but not all). These readers that say such things favoring east junk should not read a good magazine like R and C. (It's just wasting time.) If they want to see the junk then they should not look at R and C but should (shutter) look in an eastern published book. (Just for laughs.)

Many of the eastern boys try to blame the weather, road conditions and state laws for the way they make their cars. If they went (as my brother and I have) to many auto shows in the east—they will see a machine that looks like a product of the west sitting nearby a machine that looks like a bi-product of a nightmare of secret weapon from Russia.

It's up to the individual and the eastern auto fiend (in general) is just not aware of "differentness," design

ROD & CUSTOM

WRITE—or wrong

and neatness in auto restyling. Not just one phase is necessary—but all at one time.

I've seen many eastern machines that have hundreds of hours work and plenty of money in them, but they stink. I've seen cars from the west that may be only moderate but are beautiful and tastefully done. It's not how much you do . . . but what and how you do it.

I'm not saying that all of the eastern cars are bad. But, there is a great need for improvement. (My '40 Ford convertible is still being built and it still gets looks—my brother has a '32 Ford roadster.)

Westport, Conn.

Ralph Levesque

THE "MOLE"

I've been reading your magazine for some time now and find it to be a wonderful magazine to keep up to date with the latest customs. I've been wanting to send a few snapshots of my '59 Chevrolet, hoping that there might be a spot for my car in your magazine.



I've put two Chrysler Imperial grills together which have fit very nicely in place. Also it has been leaded in front and lowered six inches in front and five in rear. I've changed the tail light lens by putting a flat piece of plastic in place of the original lens. At night it looks very nice for the rear end is just a red glow. The finishing touches were appalton spotlights and Dodge Lancer hubcaps.

The power plant is a 335 horse motor, with 4-speed transmission, and 411 rear end.

I'm hoping you see fit to place my

continued on p. 12

PARTS for CARTS

CHROME WHEELS

- ☐ Deluxe Chrome Steering Wheel. Heavy duty for fast cornering. Cartmon.

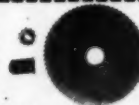
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- ☐ 12 Tooth, long hub, specify here, for 510, 645 and 700 \$4.95



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WEST BEND ENGINES

- ☐ #750, Remanufactured & perfect. Complete with gas tank, retractable starter and muffler, ready to go. LIMITED OFFER \$34.95

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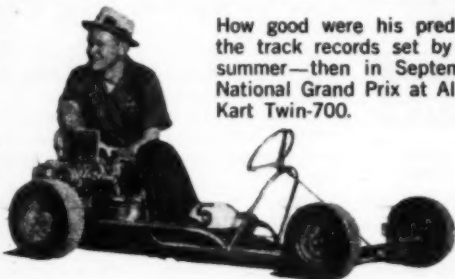
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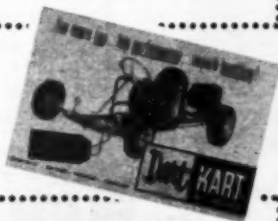
A. J. Watson builds winners...and picks them, too. Here he is with his 1959 Indianapolis Speedway Winner—his third in 5 years. Here, too, is his choice in a winning kart—A Dart-Kart Twin-700 which he picked back in May.



How good were his predictions? The answer is in the track records set by Dart-Karts throughout the summer—then in September, Herb Rupp won the National Grand Prix at Allentown with another Dart-Kart Twin-700.

The moral:
If you have to compete
with Dart-Karts, be sure
you're driving a Dart-Kart.

If you're looking for the most fun in Karting... if you want top performance... durability... precision construction, start now by writing for the 16-page Dart-Kart catalog. It illustrates and describes 23 models and shows a complete line of accessories to improve the performance of any kart. Send 25c to cover postage and handling.



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OUR READERS WRITE

continued from p. 9

"MOLE" in your magazine. I'm from Portland, Oregon, but am living at 1506 Richmond Highway, Alexandria, Virginia.
Paul W. Rains

HELP!

Was just thumbing thru your November Rod and Custom '59. Came across an article written about a couple of gals who have a car that interests me. It's the piece called "gal rodders."

Am just thinking it sure would be nice if I could find out what they did with the pieces that they tore out to make their little hot rod. Things like the engine, trans., rear-end, wind-shield, top bows and rear bumper.

You see I am the proud owner of a 1934 American Austin roadster. I've had a terrible time finding parts and pieces to restore it. I've run about 4,000 miles restoring down parts, mostly blind alleys.

Do you think I could get in touch with those ladies to find out if they still have any pieces left?

Or do you know any one out there in Calif. who has any parts, literature, books, pictures or manuals regarding these cars.

They must have the series called the Bantam not the Austin, although the parts are interchangeable.

Blue Island, Illinois Thomas Crotty
12843 Irving St. #14

• Maybe some of our readers can help?

TOO MUCH

Man! you really overdid yourselves on the street roadster section in your November issue. If the photos were any larger they would actually be legible. They say that one picture is worth a thousand words. Well, I feel that I was short changed.

Your editorial sounded like a child's excuse after dipping his hands in the cookie jar five weeks in a row.

I am interested in Hot Rods. In order to find (100) one hundred pages of reading material and advertising

continued on p. 14

ROD & CUSTOM

RACING CART CLUTCHES and BRAKES

from FAIRBANKS-MORSE



Clutch mounted to engine crankshaft.
Brake to drive sprocket.



Brake mounted to wheel flange.
See mounting dimensions below.

\$14.95



AUTOMATIC CLUTCHES

Eliminate pushing—engage automatically at best engine speed. You can start, stop, or idle just by operating throttle. Fit all standard cart engines. All outside parts chrome-plated. Mounting instructions included.

Two parts

Easy to mount—just key shoe assembly to engine shaft and tighten setscrew. Drum-sprocket assembly fits over clutch hub. Snap ring holds it in place.

Model	Bore	Outside Diam.	Length	Sprocket	Keyway	APPROX. ENGAGEMENT
35P-51	3/8"	3 1/2"	2"	3/8" pitch, 12 tooth No. 35 chain	3/16 x 1/16"	2000 rpm
35P-52	1/2"	3 1/2"	2"	3/8" pitch, 12 tooth No. 35 chain	No. 5—405 Woodruff	2350 rpm

\$9.95



INTERNALLY EXPANDING BRAKES

Shoe type gives fast, smooth stops. Springs disengage brake automatically when pedal is released. Friction shoes easily replaced. Can be used at both left- or right-hand wheels.

Two parts

Brake shoe assembly is mounted to axle by two setscrews. Drum is mounted through four bolt holes to drive sprocket or wheel flange. Actuating rod and linkage (not furnished) fasten to 1/2" hole in drive plate level.

Model	Bore	Outside Diameter	Length	Axis	Four Drum Holes
70B-2	1-1/16"	3-11/16"	1-3/16"	1-1/2"	2 1/4" bolt circle
70B-3	1.020"	3-11/16"	1-1/2"	1-3/4"	2 3/4" bolt circle

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My engine crankshaft diameter is: _____ Number of clutches: _____

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For mounting to rotating ☐ or stationary ☐ shaft, Number of brakes: _____

Name _____

Address _____

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MOON BEAM
COMING IN MARCH
ROD & CUSTOM

ON SALE JANUARY 26!

OUR READERS WRITE

continued from p. 12

(which I enjoy). I have to buy five or six magazines. This is all very well for Quinn Publications. Why, oh why, can't we have just one (1) magazine devoted strictly to rodding?

At the present time I would rather spend two hundred dollars on my roadster than buy a go-kart. But when I do become interested in karting (and I'm sure I will), I would like to be able to go to the newsstand and buy a magazine devoted strictly to karting?

Thanks for listening to my gripe.
P.S. I'm not alone in my beliefs.
Edmonton, Alberta, Canada

Larry Evans

CALIFORNIA BEHIND

I am a good karter and to me it seems that California took a pretty good lead in the karting field and just stopped there. For instance, I noticed that in California most of the engines are West Bend and at the recent nationals they were getting mopped up by Homelites and McCullochs. Well, these West Bends are good engines, but when you try to match a 3 horse W.B. against a 7 or 8 horse McCulloch or Homelite in "A" class, it's pretty evident whose going to do the better finishing. Here in Kansas City we use Homelites, McCulloch, West Bend, Clinton, Power Products, and Mercurys. Brakes are another thing we have here that are better than California. In Calif. they use mostly brakes rubbing against the sprocket. We use brakes that rub against the tire and these give a better stop (but don't wear down tires). Another thing, on page 54, it shows a picture of Turnbush's "C" class car using kill buttons on the steering wheel. This has been used by four or five Kansas City guys about 2 or 3 months ago.

Well, that's about it. You guys have a good magazine and are doing an excellent job on kart coverage. But please try and get away from home. I'm positive if you look around that some

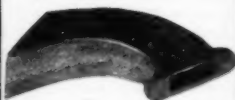
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ROD & CUSTOM

PALMINI CART PARTS



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Power Product AH-81 Cast Aluminum Mount, Right or Left, Adapt on Clinton Mountings. Write for Details.



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Now available. Tuned exhaust headers for ALL engines. Power Products, West Bend, Clinton and McCulloch engines.



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Fits Power Products AH-81 and Clinton A-400, A-490, E-60 and E-65. These new competition reed plates utilize brilliant reeds that actuate at higher RPM's than spring steel in varying thicknesses to eliminate harmonics. (Note: reeds are available in different thicknesses for West Bend 700.)

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NEW LIVE AXLE KIT

Kit includes axle (36" long, 3 1/2" treadwidth, or less on special order) axle keys and nuts, wheels, flanged bearing and bracket which welds to the frame, and collet-type sprocket spool. New Hyd. spot brake may be incorporated.

NEW HYDRAULIC SPOT BRAKE

Self-contained unit includes master and wheel cylinder--is 6" long, 2 1/2" wide, 3" high. Also has 10-1 ratio (1 lb. pressure = 10 lbs. braking power). Revolutionary in the cart field.

NEW JACK SHAFT ASSEMBLY

For McCulloch chain saw engines--utilizes high RPM's (in excess of 10-12 thousand which was previously impossible) and eliminates large rear sprocket, thus preventing bent sprockets and chain throwing. Also enables selection of desired gear ratio.

FLYWHEEL SIDE SPROCKET DRIVE 1/4" SHAFT

The McCulloch engine cannot be reversed but, using this new side sprocket drive adaptor, the wheel may be driven from flywheel side of engine. Precision-made with collar locked to flywheel. \$8.50 ea.

CRANKCASE STUFFING BLOCK

Made for McCulloch engines, replaces stock cover at bottom of engine and enables substantial increase in crankcase pressure.

NEW 3-QUART GAS TANK

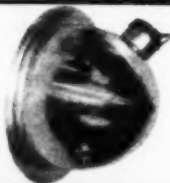
Re-designed to fit all installations. New alloy developed for strength and endurance. Mounting flange now 3 times stronger.

NEW DIAPHRAGM CARBURETOR NEEDLES

High-speed needles for diaphragm carbs eliminate ultra fine adjustment, leaning of engine, and permits use of alcohol without other carb changes. Note: Adjustable from steering wheel by remote control.

NEW HIGH-COMPRESSION PISTON FOR WEST BEND ENGINE

For 510-580-645-700 West Bend engines. Also for Clinton A-400, A-490, E-60, E-65 engines. Available soon for McCulloch and Power Products.



GAS TANKS

This all new bullet-shaped aluminum competition tested gas tank has been completely redesigned to eliminate cracking and breakage. Designed to fit any cart installation. Tank incorporates gas cap and aluminum check ball to eliminate fuel sloshing. Sizes: 1-gal., 3 1/2-quart and 3-quart. Can be hooked up for pressure.

PISTONS

High-Compression Pistons now available for Clinton and West Bend engines. Ready soon for Power Products AH-81 and McCulloch engines. Write for over-size pistons.



PALMINI ENGINEERING now has a full supply of cart parts for all types of engines. Send 50c for BIG 14-page catalog and hop-up data. PLEASE PRINT NAME AND ADDRESS. Dealers write for new special schedule.

PALMINI

ENGINEERING

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RC-2 SOUTH SAN GABRIEL, CALIFORNIA

auto mart

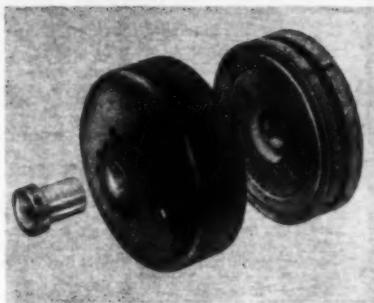


Another miniature bike, this one is manufactured in Washington, Ga., by the makers of the Putt-Nik Kart and is called "Scoot-Nik." The tiny scooter weighs only 48 lbs. and is designed for both a fun and utility vehicle. Power comes from a Clinton A-400 engine, brakes are a durable heel-operated, drum and shoe on the drive wheel. The "Scoot-Nik" has a vinyl covered foam rubber seat, foot rests, coil spring front shock mount, and 3.50 x 10 pneumatic knobby traction tires. The standard Scoot-Nik sells for \$129.50, with lights the price is \$134.50. Deluxe models featuring fenders and other extras also available. Distributed by Putt-Nik Sales, Inc., 1430 West Peachtree St., Dept. RC-2, Atlanta 9, Georgia.



Flexo Products, headquarters for parts and karts has a new entry in the field. A complete welded kart frame that includes the frame with roll bar, belly pan and sissy rails for a price of only \$24.95. This little starter brings the price of karting down to where any one can afford to enjoy the sport. Flexo also has kart accessories and motors available for immediate shipment. For further information write for the Free catalog, enclose a stamped and addressed envelope: Flexo, 5180 Venice Blvd., Dept. RC-1, Los Angeles, Calif.

16



Karters can now enjoy the advantages of a clutch on their karts without sacrificing their chances in race competition, with the new improved Mercury sprocket-type clutch. The clutch can be converted for racing in just a few seconds by simply inserting two $\frac{1}{4}$ " bolts in the locking device, temporarily suspending the clutch action. Mercury's clutch installs with just two screws on engine for direct drive to wheel and is available in 18 models — ranging from 9 to 14 teeth, accommodating $\frac{1}{2}$ ", $\frac{7}{16}$ ", $\frac{1}{4}$ ", $\frac{3}{8}$ ", $\frac{1}{2}$ " bores. Write Automatic Steel Products, Mercury Clutch Division, Dept. RC-2, Canton 6, Ohio.



The above kart is designed and manufactured for competition racing by JOY CAR MFG. CO. and being introduced for the 1960 season. The deluxe "Panther" model features competition stressed and braced chrome moly tubing, hydraulic drum brake system, perfect steering geometry, full floating live rear axle with a $1\frac{1}{2}$ " diameter, Timkin bearing wheels, and McCulloch engine. The car sells for \$500.00. For further information write: JOY CAR MFG. CO., Box 236, Syosset, New York, Dept. RC-2.

continued on p. 18

ROD & CUSTOM

"The Family Fun Kart"

TWIN-KART

The Pride of all Karts... Double Fun! Be the first in your neighborhood to own the first really top designed double-seater. Full 48" wheel base. 69" long. Take your girl friend for a ride... your sister or brother, or even Mom and Dad. Built with all the safety features of the best Karts.

Real "FAMILY FUN"

Beautiful two-tone red and white baked enamel. Smooth acceleration. Round steering wheel for easy handling. Drive mechanism covered for extra protection. 2 1/2 hp., 4 cycle engine with recoil starter. Extra strength with 16 gauge steel, pneumatic tires and tubes.

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Ingels-borelli
1854 echo park avenue
los angeles, california

AUTO MART

continued from p. 16



Another new kart, the "Checked Flag." Manufactured by the Columbus Cycle Co., it features a geared transmission, optional foot operated clutch, adjustable fiber glass seat, enclosed steering column, and an expanded metal floor deck. The Checked Flag sells for \$128.95 less the clutch, which cost \$14.95. With a Clinton A-460 engine and the geared transmission this kart should be an interesting performer. For further information write: Columbus Cycle Co., Dept. RC-2, Columbus, Nebraska.

**The Most Fun...
ALL NEW
SUPER Putt-Nik!**

Completely assembled
NOT A KIT!



- ★ Longer, lower, with new drop frame front end
- ★ Deluxe quilted upholstery, rubber floor mat
- ★ Seat side rails and new dish-type steering wheel
- ★ Dual rear wheel brakes and a choice of belt or chain drive

**PUTT-NIK
FEATURES LOWER
PRICES FOR 1960**

The greatest engineering advances of the exciting fun cart sport are in the new Super Putt-Nik. Deluxe design is combined with famous Putt-Nik features . . . sturdy frame, ball joint tie rod ends, Timken tapered roller bearing wheels, direct throttle linkage, individual coil spring front suspension. Four other models to choose from, write for Putt-Nik's colorful brochure. Protected franchise dealerships available.

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THE NEW 4-IN. EXPANDING TYPE MERCURY HEAVY DUTY BRAKE

designed specifically for GO-CARTS by famous MERCURY CLUTCH MANUFACTURERS . . .

. . . gives smooth, progressive slowing-stopping action in direct response to amount of pedal pressure. Not a clutch in reverse—but a brake designed to put the driver in full command at all times.

- Comes complete with weld nuts for attaching housing to sprocket, or can be spot welded direct to sprocket.
- Made of heavy gauge steel (cadmium die chromated for rust prevention).
- Long wearing shoes.
- Available in standard $\frac{3}{4}$ ", 1", 1 $\frac{1}{2}$ " bores.



\$9.95

Postpaid-Guaranteed

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MERCURY AUTOMATIC CLUTCH

• Install it yourself on engine for direct drive to wheel • lets you stop, idle and go without turning off engine • most clutches have special locking feature for competition—insert $\frac{1}{4}$ " bolts

$\frac{1}{2}$ " Bore	$\frac{3}{4}$ " Bore	$\frac{1}{2}$ " Bore	$\frac{3}{4}$ " Bore	$\frac{1}{2}$ " Bore
14T-40RC	9T-41RC	9T-41RC	12T-35RC	14T-40RC
14T-41RC	10T-35RC	10T-35RC	12T-40RC	14T-41RC
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	12T-35RC	12T-35RC	13T-35RC	
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Heavy Duty
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\$12.95

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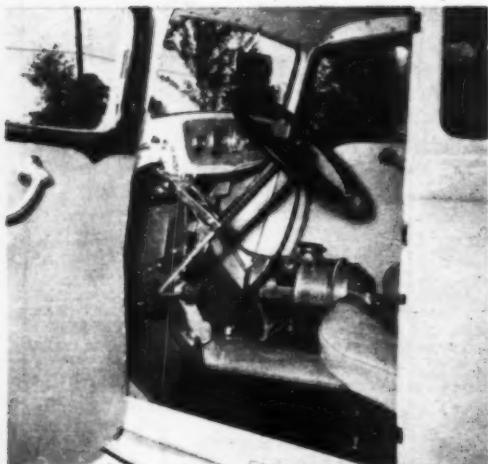
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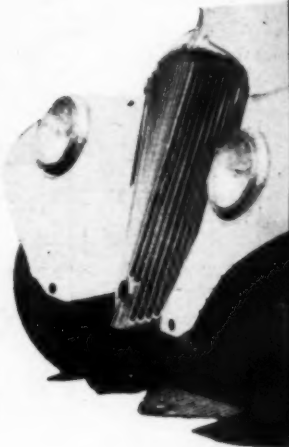
MERCURY CLUTCH DIVISION • AUTOMATIC STEEL PRODUCTS CO.
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**COUPES
COMPETITION
SEDANS**

Scoring one trophy winning car would be enough for most rodders, but not George Montgomery, he has built two "hardware" winners. The Cad powered Willys (right) winner of the "Little Eliminator" title of this years "Big Go" is built like a finely made watch. George's skill and knowledge show in all details of the little coupe. Cab is stark with nothing but necessary gauges and safety gear.



photos/lynn



ohian george montgomery built ...

2 for the SHOW-or GO!

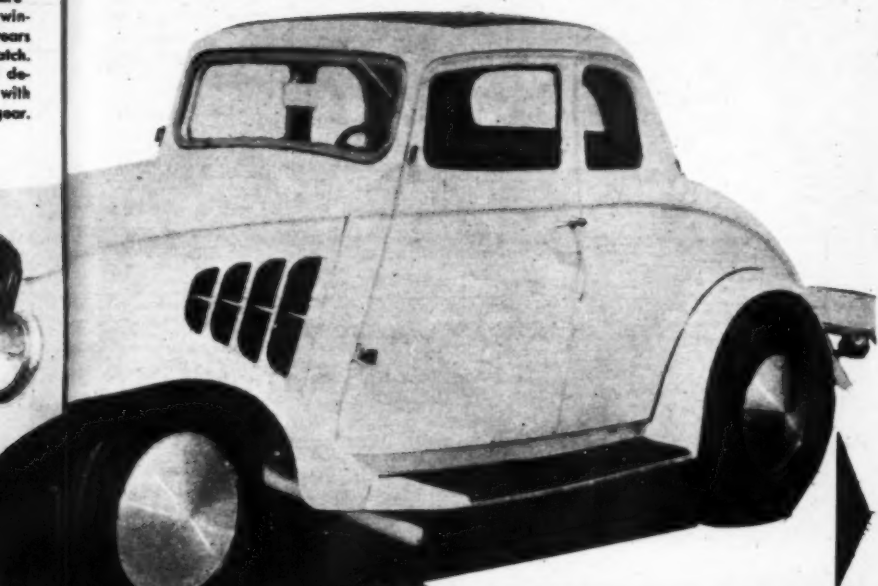


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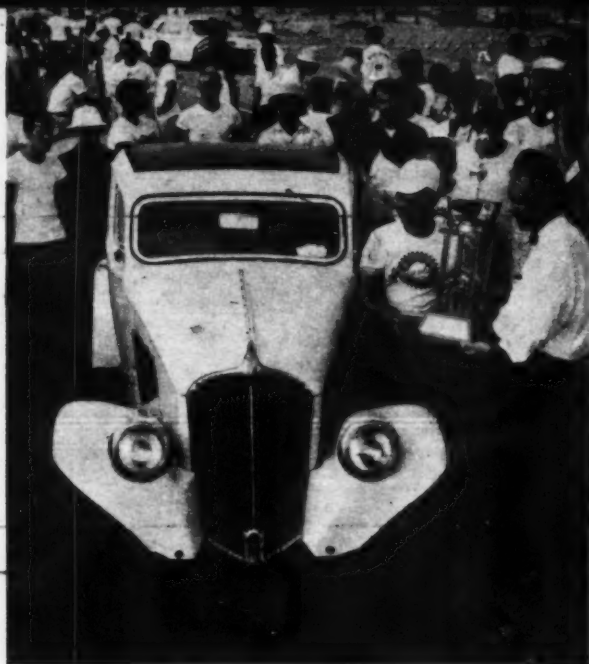
rod & custom COVERage

The basis for George's second car is a stock '34 Ford 3 window, immaculately finished and hiding a '58 Cod under its lowered hood. Both cars are painted a cool Pastoral Blue lacquer and look like they could place one-two in any custom car show. A total of \$13,000 was spent on constructing both of the coupes.

In contrast to the Willys the cab of the Ford (right) is a maze of switches, gauges, and lights over a clock on the rear view mirror. All appropriate interior parts have been either chromed or cad. plated. Upholstery was done by Ed Jamison. Car took 5 years to build.

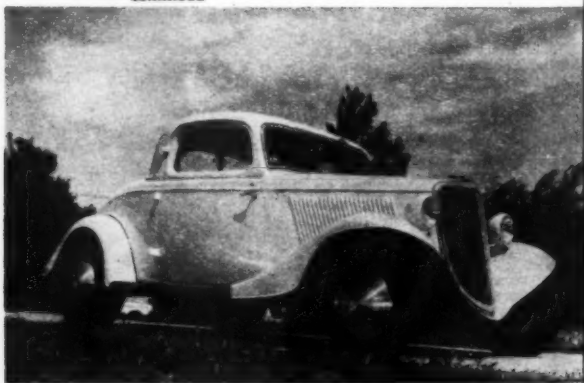


FEBRUARY, 1960



2 for the SHOW-or GO

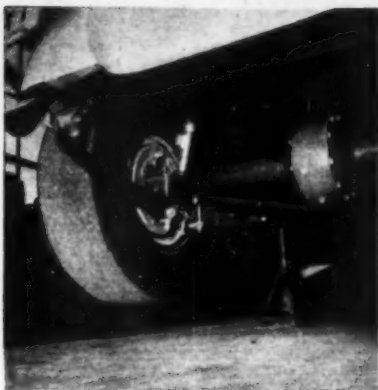
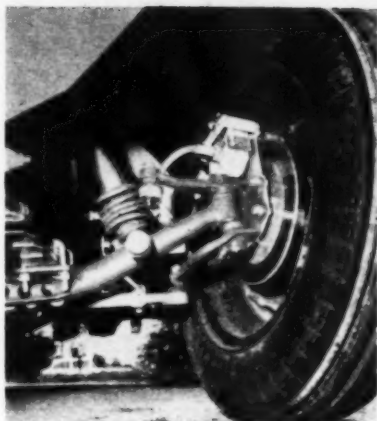
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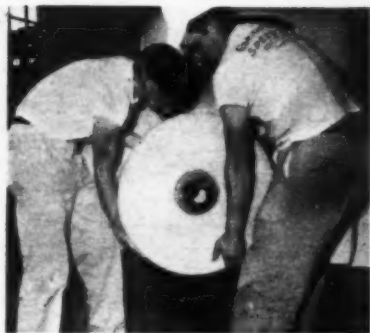
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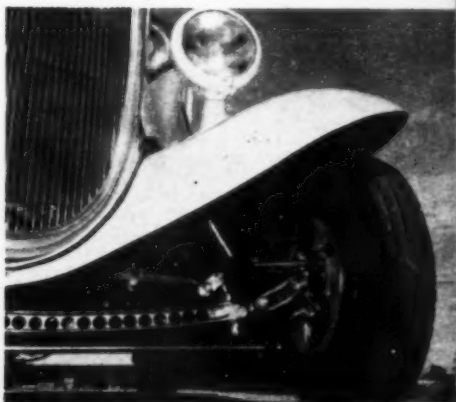
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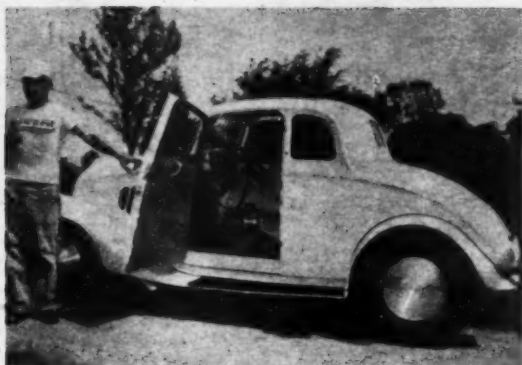
George Montgomery (right) receives the Little Eliminator trophy, awarded by Smithy's Muffler Co. Inc., Los Angeles Calif. Stock Willy's steering (above) and suspension were used in conjunction with Columbus shocks to guide Willys on its winning path. Spot disk brakes by Goodyear were applied when the victory was won. 15" wheels were used front and rear with Firestone ribbed treads in front and Racemaster Dragster Slicks mounted on traction end of Willys. 1948 Ford driveshaft and rear end (above right) were used with Willy's suspension and special radius rods. Shocks are Columbus and Lincoln brakes are used on rear wheels. George needs helper to lift concrete spars, gives hard ride, but adds a lot of lbs.



Low angle shot of '34 shows off fine lines of perfectly stock Ford, nothing on the outer shell has been changed, all handles, hood ornament, and locks have been retained. Wheel base and tread remain stock and 15" wheels are used on all four corners. Firestone ribs are used on front end, while 7.60 slicks are mounted in rear. Front and rear suspension remain basically stock and Ford hydraulics are used. Columbus shocks are used to control the ride both front and rear. Craftsmanship and engineering skill are apparent with all chassis parts being holesawed and chromed. It's obvious the car was built with much attention to details, every part was flawlessly finished.



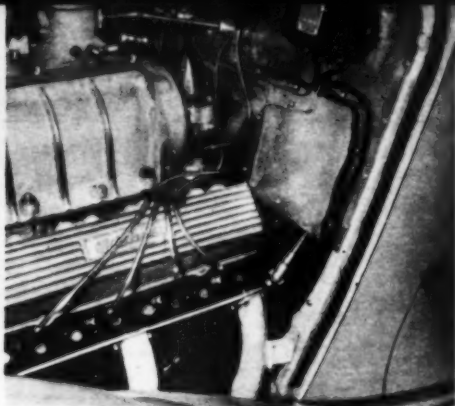
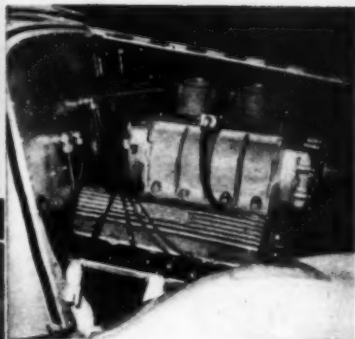
George Montgomery invites R & C to enter office of Li'l Eliminator. Willys (below) jumps off line in elimination at "Big Go."



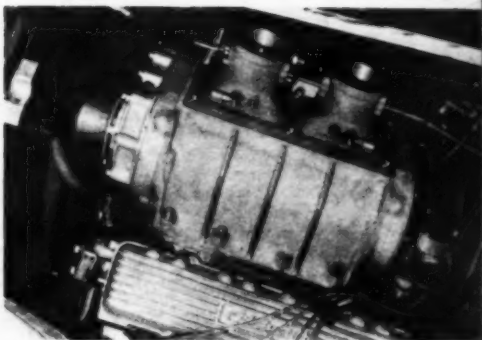
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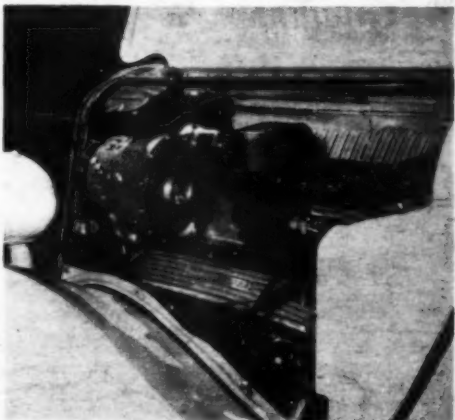




The engine room of the Willys is stuffed with a big '59 Cad, fed by 6-71 GMC blower and Hilborn injector system. Besides building a special kit for the blower, Montgomery built exhaust manifold, push rods, flywheel and dual-disk clutch. A Cook engine adaptor links the '37 La Salle transmission to the mill. Roto-Faze ignition fires the 432" Cad powered coupe to E.T.'s that leave many an opponent gazing dumbly at the rear end of the innocent looking Willys.



It may be stock on the outside, but the 3 window is loaded on the inside. The '58 Cad displaces a hot 358". All internal parts have been polished, with Howard cams (naturally), the crankshaft has been polished and balanced, and piston rings are Forged True. A McCulloch blower is used in conjunction with 4 Stromberg 48's with a special intake manifold, fabricated by George; George also built push rods, flywheel and dual-disk clutch, and as on the Willys a '37 La Salle box was used. Car was timed at a torrid 126.400 in the '58 ATAA World Series. George owns George's Speed Shop in Dayton, Ohio.





the wife isn't along, but this sedan has a . . .

**COUPES
COMPETITION
SEDANS**

BACK SEAT DRIVER



Inspired by reading many commentaries on the successful building of Hot Rods, Larry Clayd of Boise, Idaho, took a \$20, '39 Ford and built a trophy winner. Larry's 969 is shown leaving start line on route to another top time.

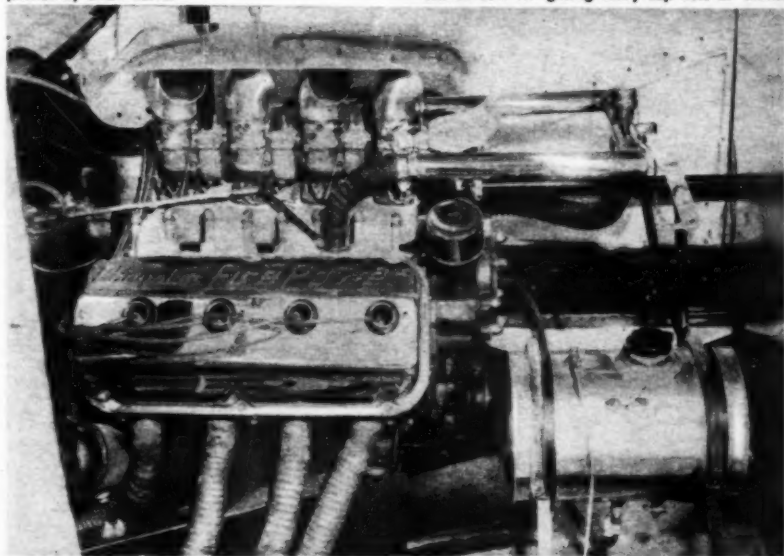
Larry (above) in office, sits well back in 2 door, protected by Gibraltar strong roll bar. Car is no stranger to holesaw, is well ventilated, weighing in at about 2400 lbs. 7.60x15 Ingle-wood slicks are used for traction on rear end.



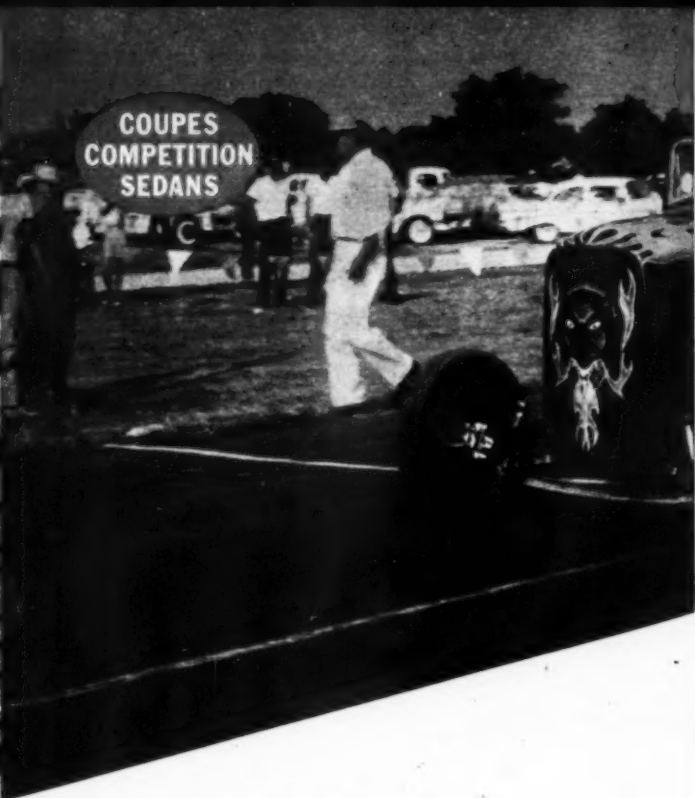


The stock displacement '53 Chrysler Firepower is fed by 4 Stromberg '48's on top a Horne manifold. Individual 2" headers are made out of flexible tubing. Howard camshaft, pushrods and lifters are used. Engine torque is transmitted from the Schiefer Flywheel through the Crogor adaptor to the Ford trans. Reverse and low gear have been removed. The ignition is a Vertex Magnito and sparks an estimated 375 HP giving Larry top E.T. of 12.40.

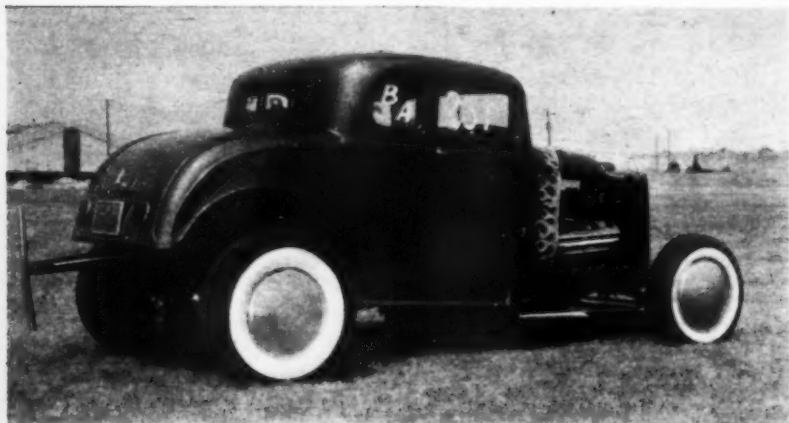
photos by allan carter

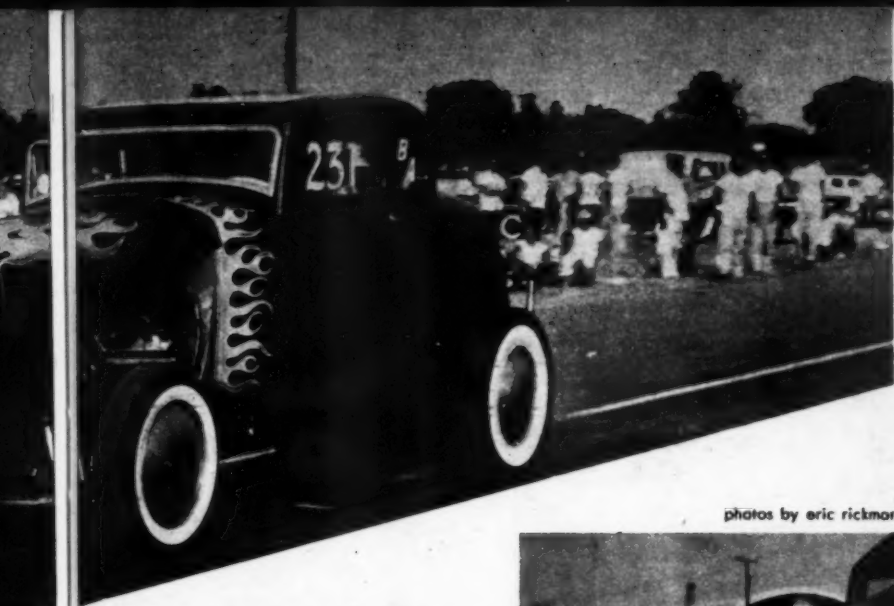


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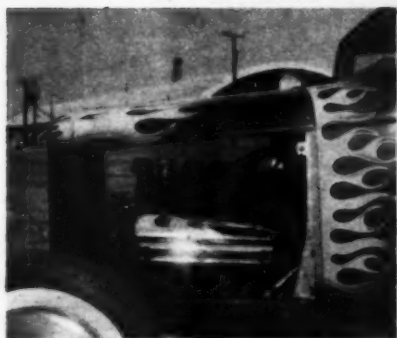


raises the devil at the drags

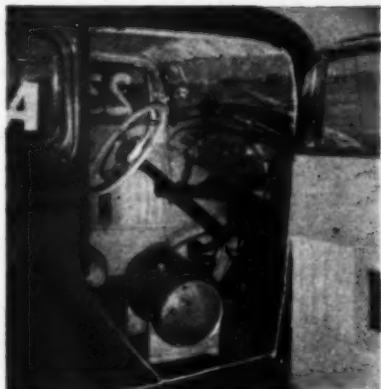




photos by eric rickman



Fred Allen took up Rodding after being shut down by a "T" roadster, and the tough looking Metallic Blue coupe is proof that Fred's gone all out. The '32 coupe has 102" wheel base, tread width is stock front and rear. Front axle has been dropped $2\frac{1}{2}$ ", rear axle is from a '40 Ford, cross spring has been re-arched to give the car a very sharp forward pitch. Rear view shows Halibrand Quick change, 4.11 ratio.

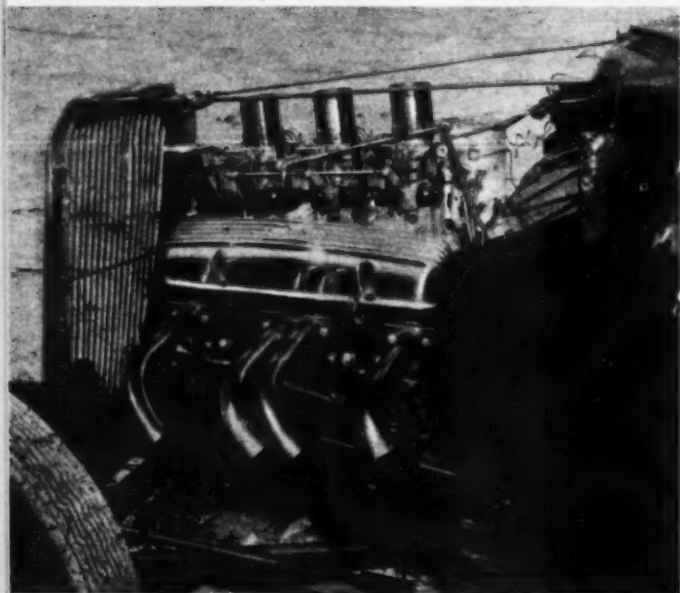
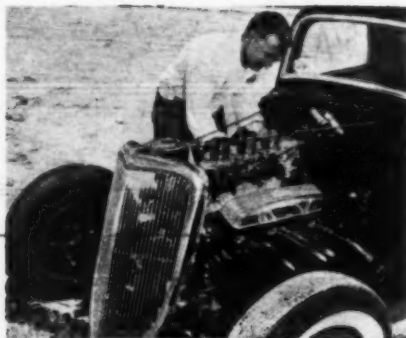


Engine is a 331" '51 Chrysler with Howard cam, push rods, lifters, and pistons. Mill is fed through Edelbrock manifold and Stromberg carb combination. Albro flywheel and clutch are used in series with a '40 Ford transmission. Scintilla magneto fires the Chrysler. The cab is finished in yellow and white nautical.

COUPES
COMPETITION
SEDANS

COLORADO CHANNELED COUPE

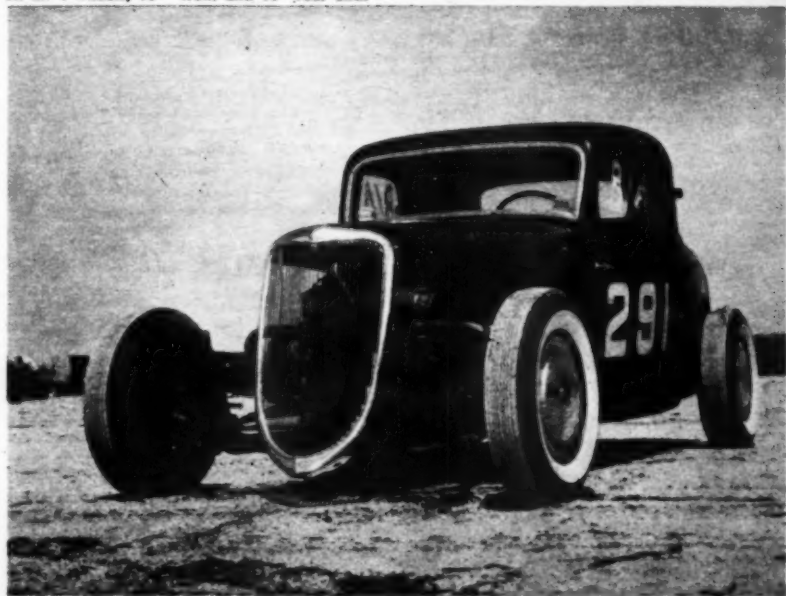
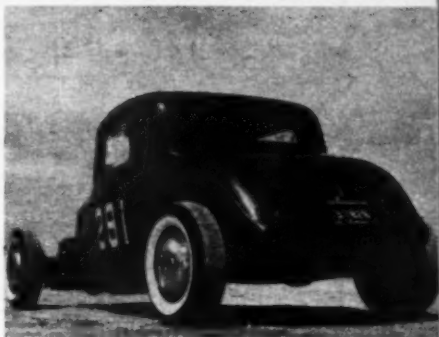
will run, has traveled



photos by eric richman



Kennie Anderson has traveled as much as 2100 miles to compete in three separate meets in his dark purple '33 Ford. Propelled by the popular '55 Chev mill displacing 306" the car gets respect wherever it runs. With Isky cam, push rods, lifters and rocker arms, Edlebrock pistons and intake manifold and fed by 3 carbs, the coupe gets 310 HP. Separate 2" pipes carry the exhaust. A stock Chev flywheel is used with a Ford truck clutch and '37 Ford box. The fire is provided by a Spaulding Flamethrower ignition. Ehrlich Motors Co., La Salle Colorado made the engine swap using a Bell adaptor. The '33 frame has a stock wheelbase and tread. The front end is die-cast and car is steadied with Gabriel tube shocks front and rear. '40 Ford hydraulics used on all 4 wheels, 16" front and 15" rear end.





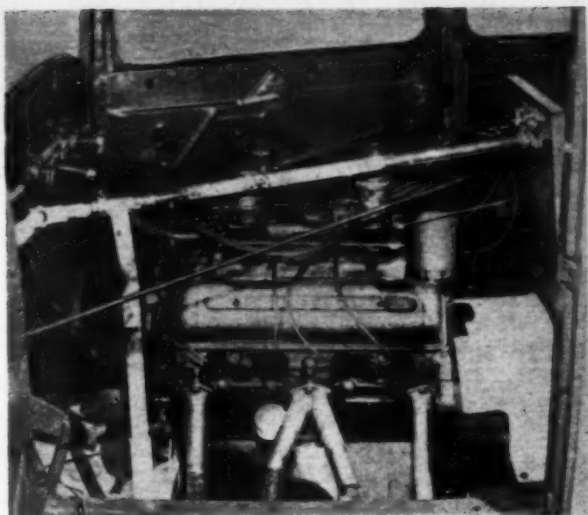
Lennart "Swede" Wikstrom (lower left), possibly the only Swedish born Hot Rodder, and friend Paul Culler used a '32 Ford 2 door to carry their 336" '52 Olds mill. The 2 door has been channeled 6", painted white with a blue and white flag of the Torquers Hot Rod Club of Tacoma. The machine is a familiar sight on all the strips in the northwest. Front axle is 3" dropped '32 Ford, wheels are 15" with 5.50 x 15 mounted front and 6.70 or 7.60 rear.



The 336" Olds power plant has been bored $\frac{1}{16}$ ", but retains stock stroke. Howard F5 camshaft, solid push rods and mushroom lifters are used. McGurk adjustable rocker arms and Jahn's pistons with Grant rings fill out the list of engine items. Six Stromberg 97 carbs are mounted on the Cragger manifold. A '39 Ford box with only the top two gears is used in conjunction with a Ford truck clutch. With an E.T. of 11.92, Swede's Stormer took northwest regional B/C trophy in '58. 707 really travels.

COUPES
COMPETITION
SEDANS

photos by allan carter



STORMIN' SEDAN

olds-powered deuce from the northwest



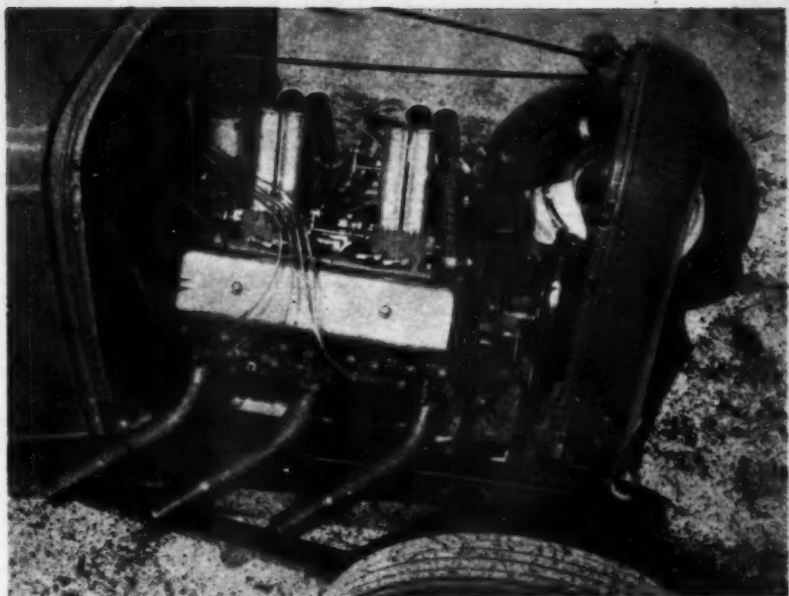
FEBRUARY, 1960

35

COUPES
COMPETITION
SEDANS

CHRISTIAN COUPE





sunday stormer has made believers out of many

Painted a flashing Matador Red this stock '32 Ford shell hides a "hogged-out" '56 Olds mill displacing 345 inches. Boasting Hilborn injectors, the mill has lsky camshaft, push rods and lifters, McGurk 3 ring racing pistons and Grant rings complete the parts list. The engine is fired by a Scintilla Vertex magneto. Weber flywheel and clutch are used with a '37 Coad box, transmitting power to the rear wheels.

The '32 Ford frame has a 104" wheel base with stock tread front and rear. A dropped axle is used in front and on Olds axle in rear. Ford wheels are used up front mounting 500 x 16 Beck rubber, Inglewood slicks are mounted on 15" Buick wheels in rear. Cab is all business, nothing but necessary equipment is carried. Car took Lee Christian of Lubbock, Texas, 1 year and \$2500 to build. Lee's got a winner.

photos by eric rickman





photos / lynn



Annex, a Cadillac powered, blue bomb is owned by Modification Unlimited and was built by Don Kilby and Paul Osmond, Kensington, Md. Body shell is a 1948 Fiat Topolino - has the top chopped 6" and has been fitted with a special hand hammered grille shell. Frame of Shelby tubing runs through body giving the car a very low profile. Cockpit (left) has nothing but bare essentials, driver straddles drive shaft and inside protective safety cage. Yoke type steering wheel just clears windshield.

COUPES
COMPETITION
SEDANS

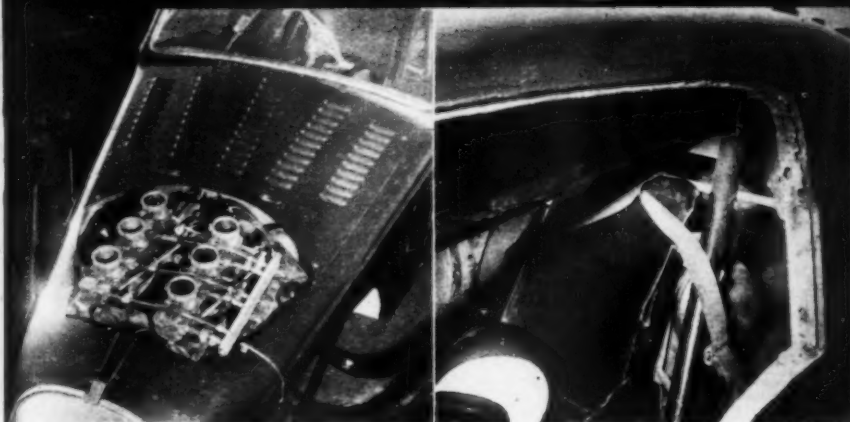
this cad-powered flat is . . .

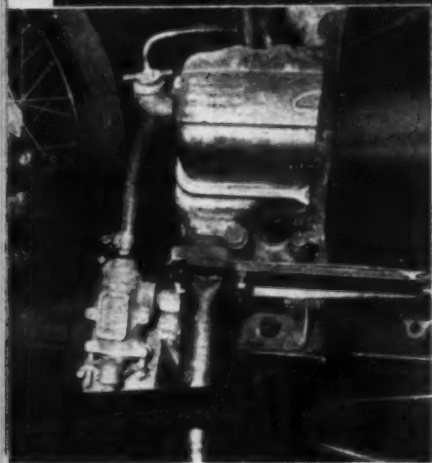
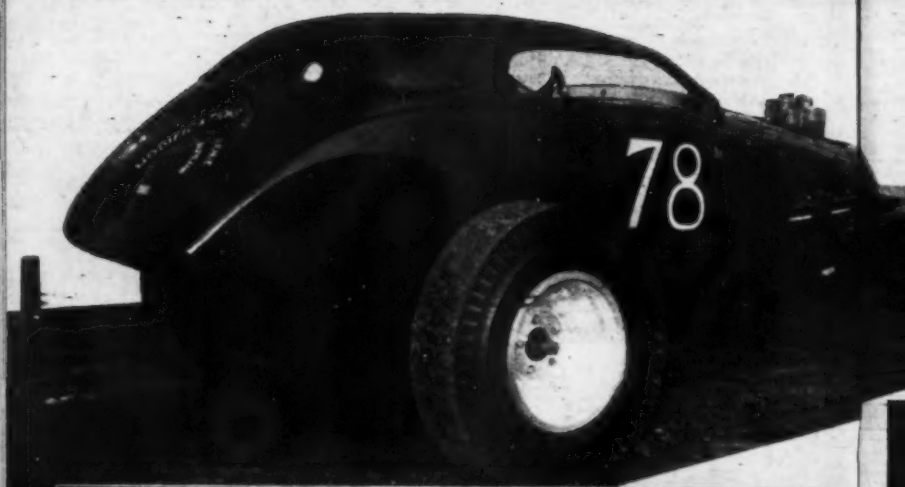
ANXIOUS

—for Competition



rod & custom
COVERAge





Front end is terminus of Shelby tube frame. Tubing is .095 inches thick with a 3" diameter. Anglia front axle in conjunction with ball joint front suspension borrowed from a Ford truck. Front wheels are 19" cycle jobs with 2.75 x 19 tires. The rear end is rigid with 15" wheels mounting 8.20 slicks. The steering is reworked from a '32 Ford. The shocks are Houdaille, and the brakes from a '40 Ford are used.

ANXIOUS

continued

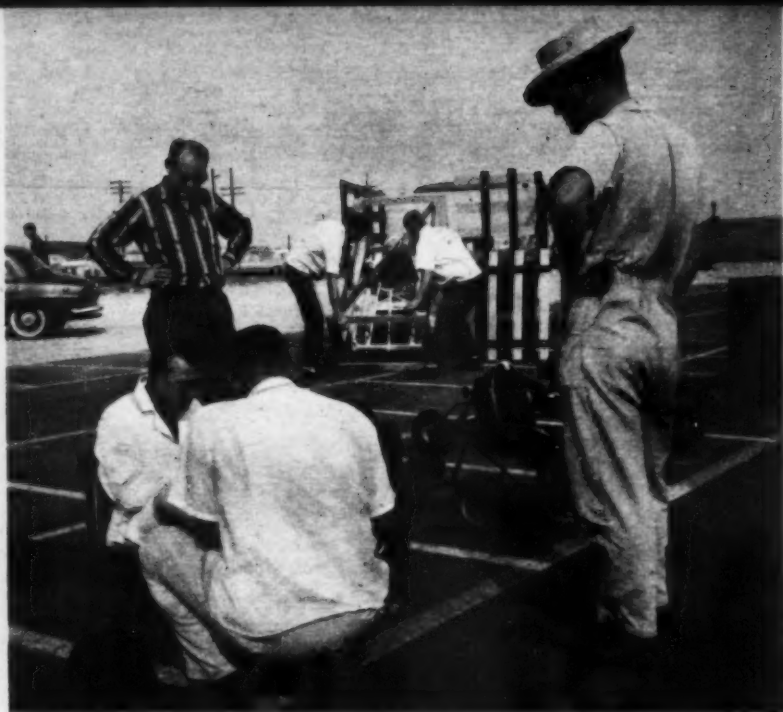
'51 Cadillac engine is mean, with a bore of 3 15/16" and a stroke of 4" will displace 396 inches. Camshaft is a Harman-Collins, and Johns pistons are used. '56 Cadillac heads are used on the '51 mill. 6 Stromberg 97's feed engine through a Weind manifold. Homemade headers show exhaust gasses quick way out. Vertex Magneto fires the mill to a frenzy, car turned 123 with an 11.02 E.T. at Lancaster, Pa. strip. Costing about \$2,000 to build, owners are anxious for competition. Interested?



the frame.
diameter.
ball joint
ord truck.
2.75 x 19
5" wheels
reworked
Houdaille,
are used.

CUSTOM

FEBRUARY, 1960



Inspectors Duffy Livingston, Tom Pierson, and Don Bobrick carefully match kart against check list.

AKMA KART TEST

Karting has long ago left the "krazee" stage of development and has become an accepted sport much like Hot Rodding. There are now upwards of 60 kart manufacturers scattered over the country. Most manufacturers realize, though they are riding on the gravy train now, they must continually strive to improve the quality of their products, and also stimulate the growth, and control the safety of the sport.

This was the philosophy behind the AKMA Kart Test. Testing was set up so that the karts would be given a thorough mechanical inspection and an actual track test. Results of both tests would be logged on a check list of some 17 different items to be inspected. A group of three inspectors

who are very capable and experienced in the construction and racing of karts made a very careful and honest appraisal of each kart submitted for testing. Results of the inspection and test were recorded and if a kart was deemed sub-standard the manufacturer was notified of the defects. If the builder corrects the defects, pin pointed by safety committee, he is then awarded the AKMA Safety Seal. SO when you see the Seal (below) you'll know it's not just an ornament, but a protection for you, the karter.





Marv Patchin, Motor Life Mag., track checks kart.



Lady Bug, Faye Pierson wrings out her kart.

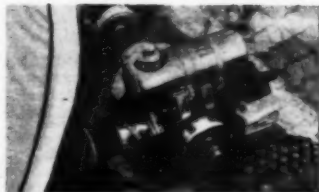


Press contingent covered test this is QM&KW.

kart manufacturers safety inspect their own wares



One of a kind Mini-cycle has Benelli engine.



New West Bend engine made an appearance.



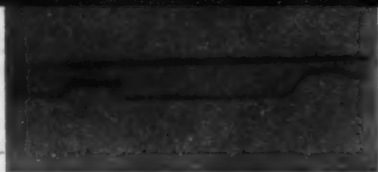
Duffy, Tom, and Don check steering Mechanism.



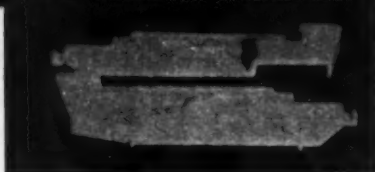
Tony Broer shows you how it's done, in this instance converting a '56 Ford convert into a Hardtop. Using parts from a continental kit Tony converts the '56 convertible to a coupe.



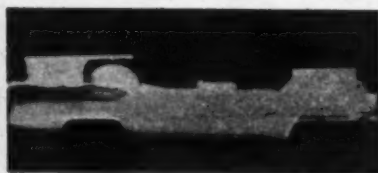
RODS & CUSTOMS IN MINIATURE



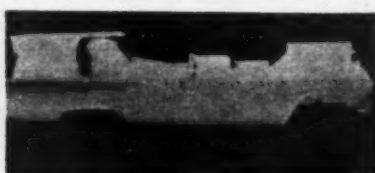
Side panels are cut above and below trim line approximately $\frac{1}{16}$ ". After removing section cement it together and fill with plastic.



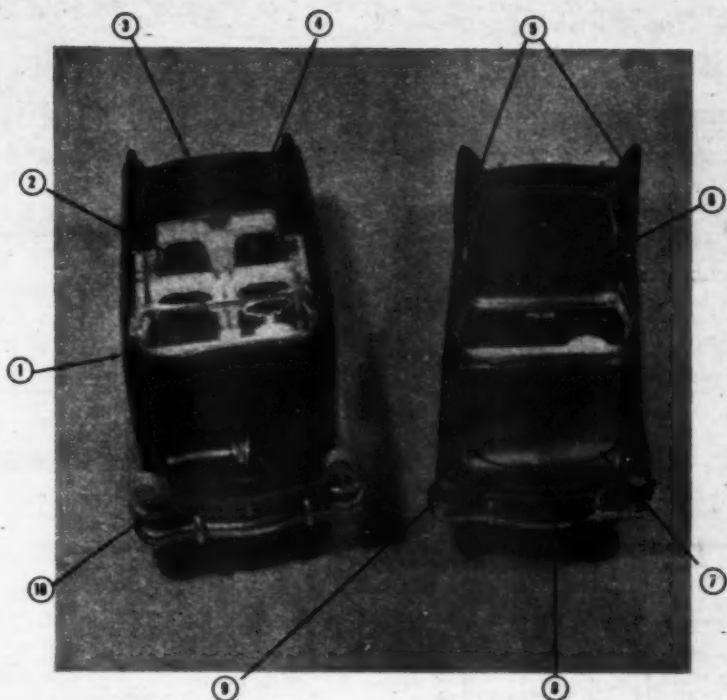
Interior side panels are cut along bottom. Trim front seat support, back seat, rear deck, firewall and splash panels on the chassis.



Build up tail fins, air scoops and other body alterations wanted, use liquid plastic, available at most hobby shops. Use more plastic than needed for plenty of sanding surface.



Sand filled in areas smooth, cut in door lines and any other effects wished on panels. Start assembling sectioned parts, making sure all parts are cut accurately, to assure proper fit.



step by step customizing procedures

1. Section $\frac{1}{16}$ " out of side panel. Cut panel above and below chrome side trim. Cement panel and fill with plastic balsa.

2. Trim $\frac{1}{16}$ " off interior side panels, front seat supports, rear seat, be sure to retain proper seat angle. Trim engine splash panels on chassis, and firewall.

3. Cut $\frac{1}{16}$ " off rear panel below trunk.

4. Remove convertible top boot, replace boot with package shelf from the Continental kit.

5. Make fender flaps, use plastic balsa be sure to form parts larger than wanted so parts can be sanded to shapes desired.

6. Add top from Continental kit, stock height should fit over stock windshield.

7. To cut and form grille opening: Place stock hood on car and mark it where you want to cut. Trim hood on marks, take part trimmed and add to frontal area. Fill stock grille cavity to desired shape with plastic leftovers. Cut these scraps to desired shapes and glue into position and fill it with plastic balsa.

8. Grille on Broer's sectioned Ford is made from brass tubing, paper clips could be used.

9. French in headlights with plastic balsa.

10. Remove all unwanted trim and fill. After car has been assembled and rough sanded use regular automotive primer before fine sanding, as even the finest sandpaper scratches plastic, sand smooth and point.

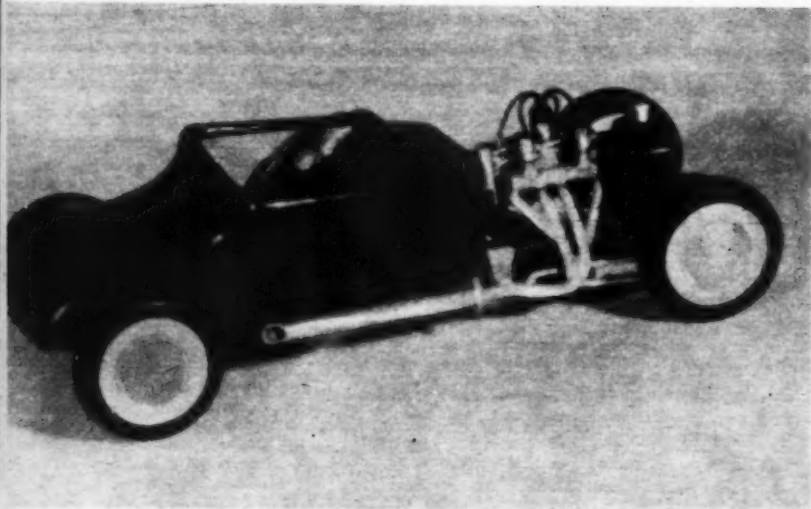
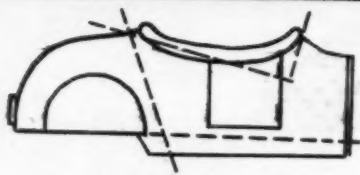
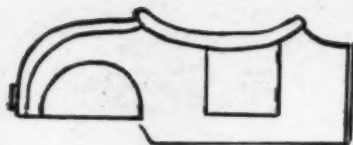
R & C in Miniature

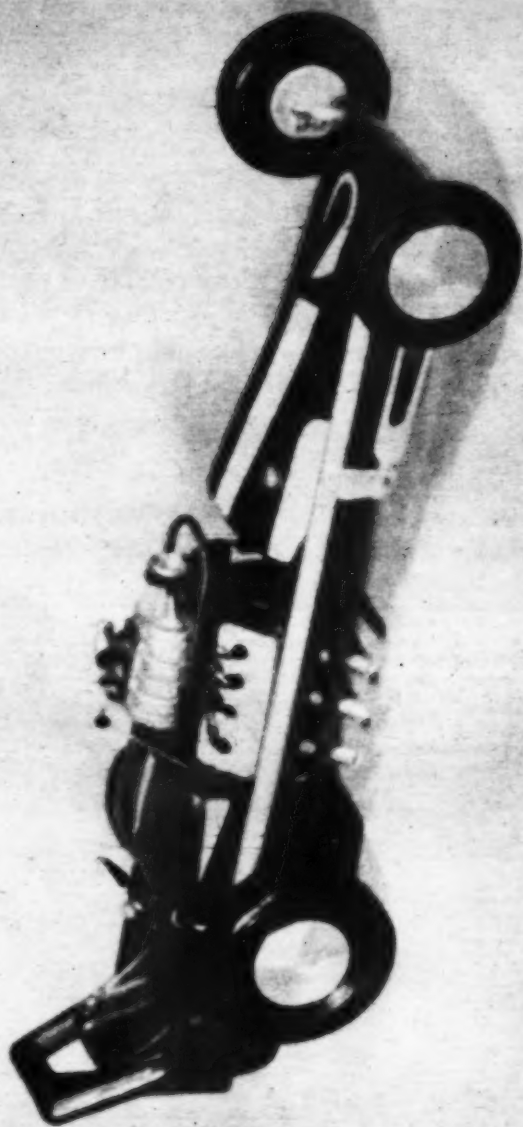
continued

HARRY HORTON

Macon, Georgia

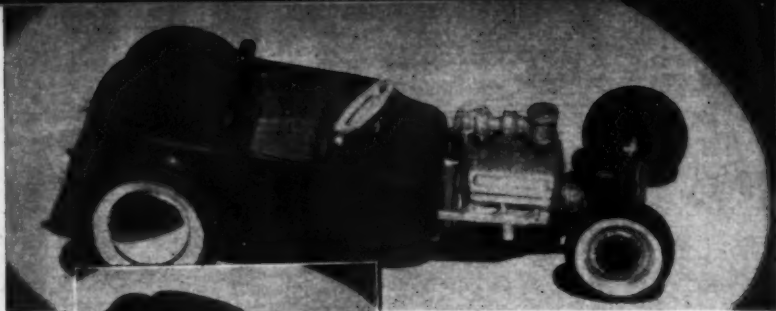
Harry Horton, converts Henry's model "A" to a model "T". Conversion can be best explained by drawings at right. Top drawing, is stock Revell '32 Ford. Cut stock body along dotted lines (middle) with Exacto saw. After cutting it is possible to make almost any model "T". Harry chose to build the popular '27 tub. Adding balsa wood pieces, (bottom) rounding corners and shaping rear deck he got results desired in photo below. The engine of the "T" is a model "A" and is composed of some 124 pieces, including La Salle transmission. Engine has porcelain plugs, custom header, and hydraulic brake cylinder. Wheel disks are made of hand turned spun aluminum. Car has been upholstered, and has nerf bar in front. Lights, rear bumper and carb linkage are still to be added. Harry also built blown, flat head V-8 dragster shown on next page, complete with roll bar, GMC blower and exhaust headers.



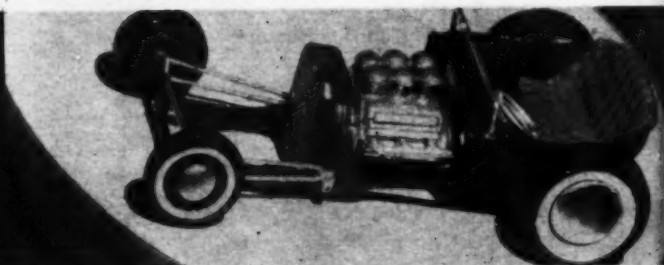


MARC LIOTTA
Brookfield, Wisconsin

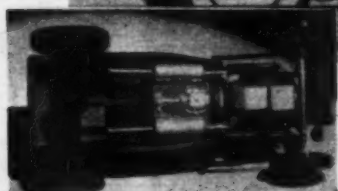
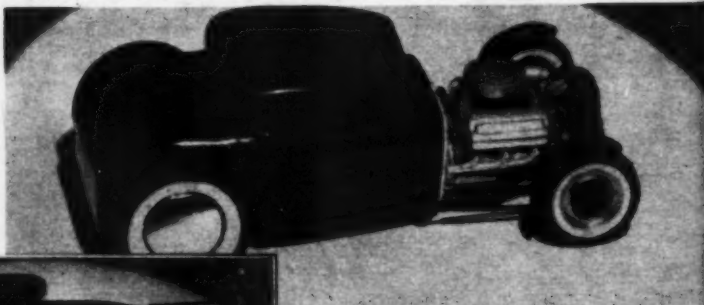
R & C in Miniature continued



Marc Liotta's '32 Ford competition roadster runs with a blown Chrysler. Has headers from '32 Ford kit, has been chopped and channeled. Roll bar was fabricated from scrap plastic, and the steering is from a Revell Mercury kit. Car has removable top (left).



Marc's '32 altered coupe is fully upholstered and detailed inside cockpit. It runs a Chrysler Engine, with 6 carbs, oil dip stick, magneto, carb, linkage, radiator hoses and fan. The car is chopped and channeled and has 9 coats of black paint, note cycle fenders on front wheels.

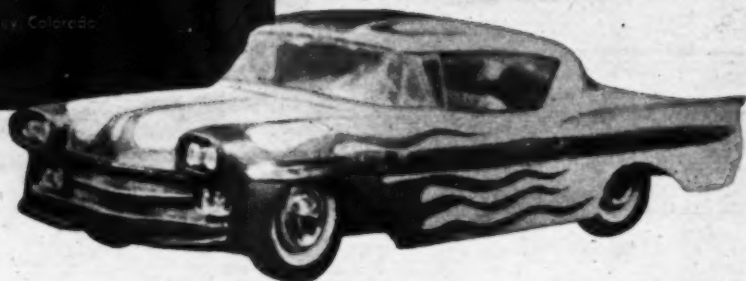


1932 custom street coupe by Marc, painted with 2 coats of black enamel, and a Chrysler engine. Note detail on underside of car, complete with Mercury transmission, mufflers and driveshaft. Under carriage also has a truck rear end and oil pan fastened on the engine, underside is painted bright red enamel.

ROD & CUSTOM

BOB TAYLOR

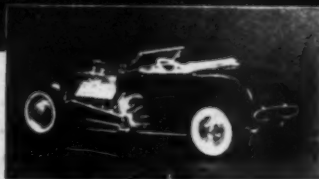
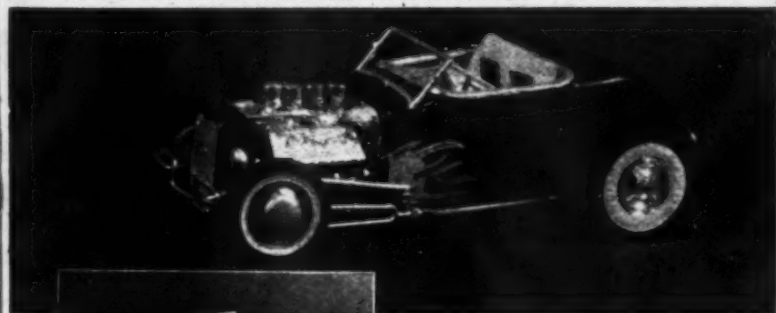
Greely, Colorado



A 1958 Chevrolet Impala was the basis for this custom model by Bob Taylor. Car has been lowered, and trim has been removed. Headlights have been fratched above a molded grille with a mesh background and a floating bar with parking lights. Car is painted white with bronze scallops.



Bob's '57 Ford Hardtop has been lowered to the extreme. The top has been chopped and rear window has caught the continental look. Rear end features '58 Ford taillights mounted vertically, molded license bracket, rolled pan and a red bumper. Tail fins have been removed and car is painted a metallic red, with white scallops and pin stripping, and also has custom trimming.



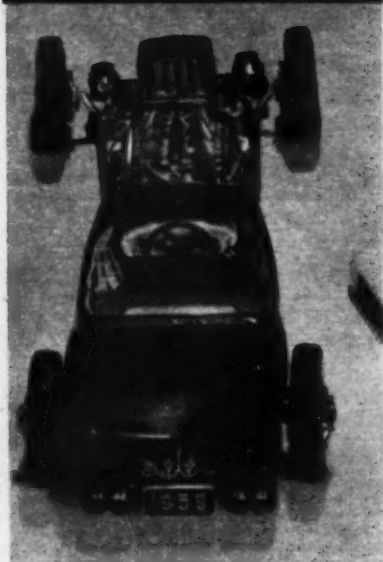
Popular '32 Ford roadster gets the works. Body has been sectioned and shortened, a Merc dash has been added. Engine is complete with 4 carbs, radiator hoses, fuel lines, and spark plug wires. Nerf bars are paper clips, a very popular item with the modelers.

R&C in Miniature

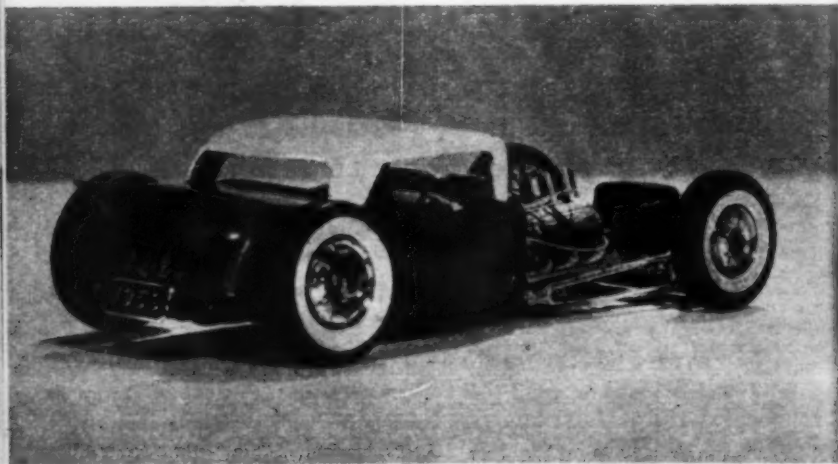
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RUSSELL COFFMAN

Fort Worth, Texas



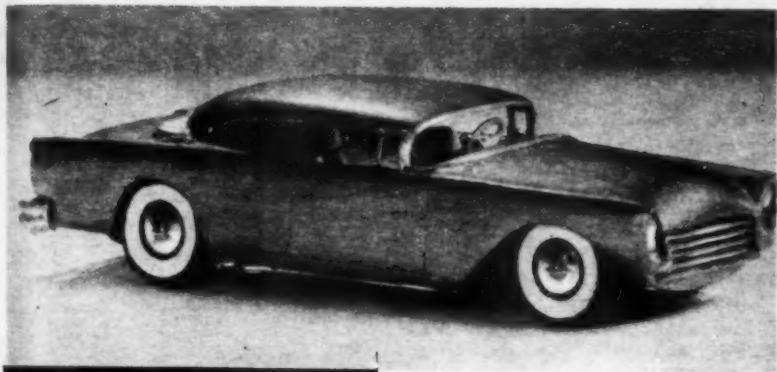
Russell Coffman's '32 custom roadster is perhaps the most original model submitted. Starting with a '32 coupe Russ has chopped and restyled the top. The body was sectioned and lowered and rear section got an extreme customizing treatment. With the use of liquid solder the tail of the '32 has been turned into a combination '57 Ford and '59 Impala. A custom license plate bracket is combined with quad tail lights to complete tail treatment. Engine is a fuel injected Chrysler complete with ignition wires, fuel lines, fan and pulley, water and fuel pump, radiator hoses, fuel injection regulator and eight stacks. Car has been spray painted a metallic Burgandy, interior is yellow and white naugahyde, with an Edsel dashboard, and Ford steering wheel.



James
'56 Bu
quad
is ma
thumb
tached

Harold
a blow
spark
install
chopper

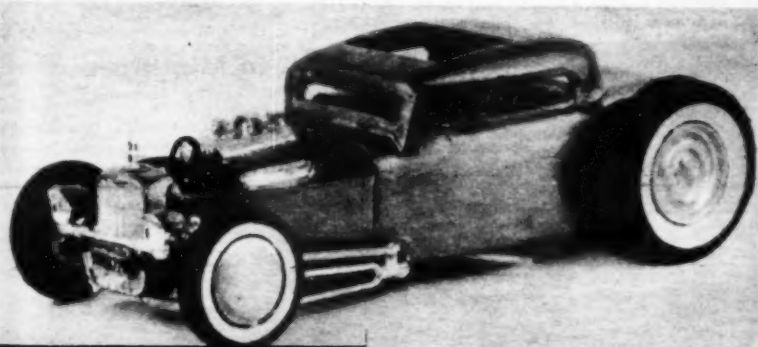
FEBRUARY



JAMES NELSON

North Branch, Minnesota

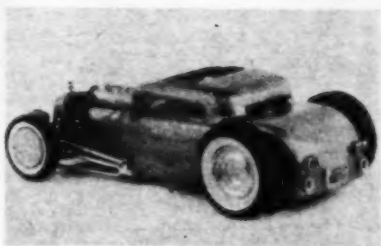
James Nelson has chopped and sectioned a '56 Buick. Clean looking Buick has canted quad headlights from a '56 Ford. The grille is made from paper clips, hub caps are thumbblacks with bullets from a custom kit attached. Mercury taillights are frenched in rear.

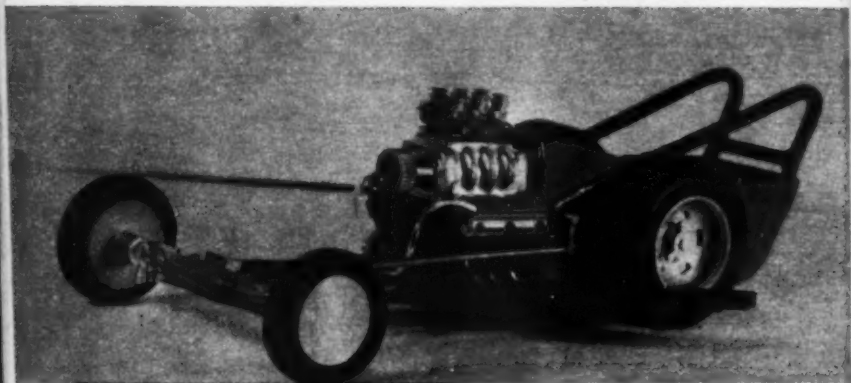


HAROLD BECKER

San Diego, California

Harold Becker's '32 competition coupe has a blown Mercury mill, with radiator hoses, spark plug wires and other engine parts installed. Body has been channeled and top chopped. Headlights are from an AMT kit.





TOM BENDER

Polovina, California

Tom Bender has submitted a model of his favorite type vehicle, the dragster. Tom's dragster has a blown Chrysler mill with 6 pots, individual headers, Knock off Mag wheels rear, and moon disk on the front wheels.



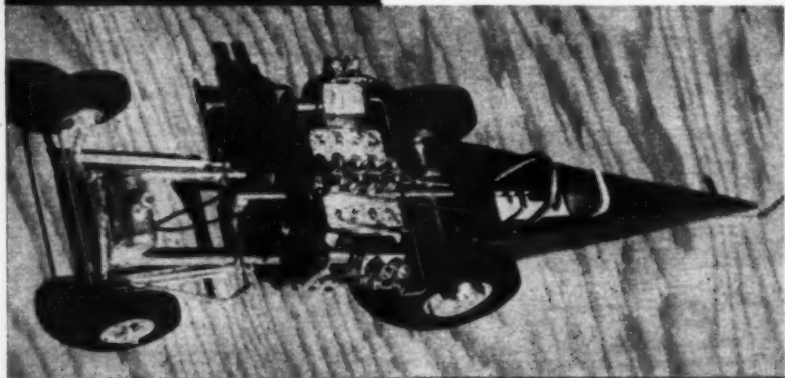
DON VINCENT

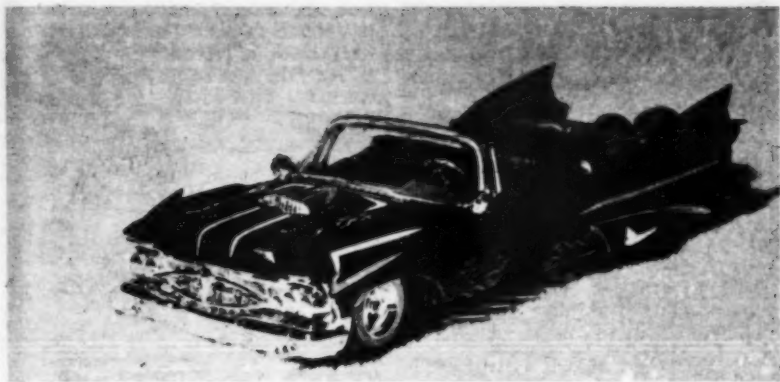
Flagstaff, Arizona

R & C in Miniature

continued.

Only one photo was available of Don Vincent's interesting dragster. Styled after the "Howard Cam Special", model is complete with acceleration and clutch systems and steering mechanism. Parts were modified, body hand formed.



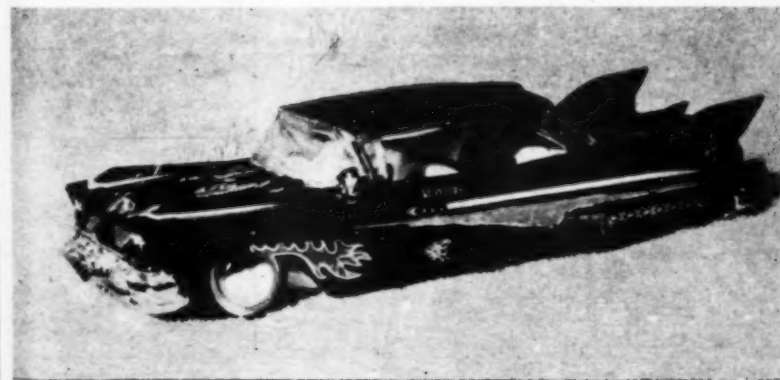


BILL KOCH

Bozeman, Montana



Three models were submitted by Bill Koch, but it is very hard to distinguish between any one car. Bill apparently is from the odd on school of customizing, strong on fins and louvers, with scallops and pin stripping abounding, '58 Ford, '59 Pontiac, and Imperial.

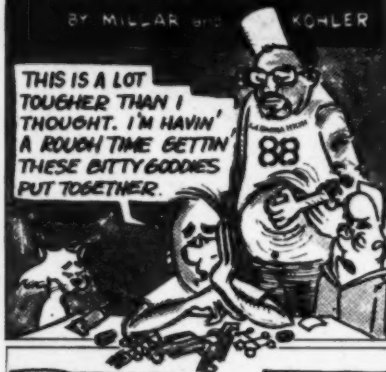


ARIN CEE

AND THE LITTLE PEOPLE

BY MILLAR AND KOHLER

THIS IS A LOT TOUGHER THAN I THOUGHT. I'M HAVIN' A ROUGH TIME GETTIN' THESE BITTY GOODIES PUT TOGETHER.



MAN, YOU'RE DOING IT THE HARD WAY! YOU OUGHTA GET THEM LITTLE-TYPE PEOPLE TO BUILD ALL YOUR MODELS



YOU MEAN THE LITTLE PEOPLE LIKE IN FOLK TALES AND ALL?

YEA...BUTS IT!

...THE ONE'S WHO REMAIR SNADES FOR THE HEARY OLD COBBLER AFTER HE PUTA BOWL OF MILK OUTSIDE THE DOOR?

NOW YOU'VE GOT IT!

ALL YA GOTTA HAVE IS UNFINISHED WORK AND A LOTTA FAITH, DAD



LATER...

I DUNNO. SEEMS AWKIL UNLIKELY TO ME, BUT THOSE GUYS BOUNCED AS THRUUGH THEY KNEW WHAT THEY WERE TALKIN' ABOUT...



EASY NOW

THIS IS THE GREATEST GAG SINCE...



HURRY UP, DAD WE GOTTA HAVE THESE FINISHED BEFORE HE WAKES UP!

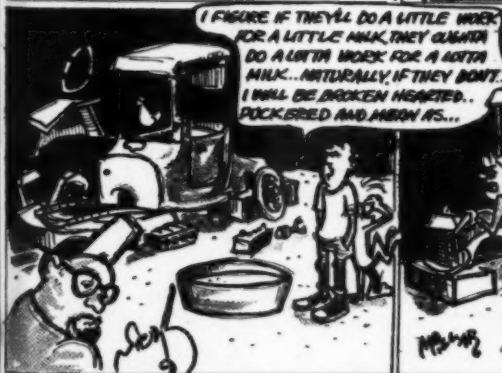
YEA. BUT NEXT TIME AROUND YOU DRINK THIS JAZZ.

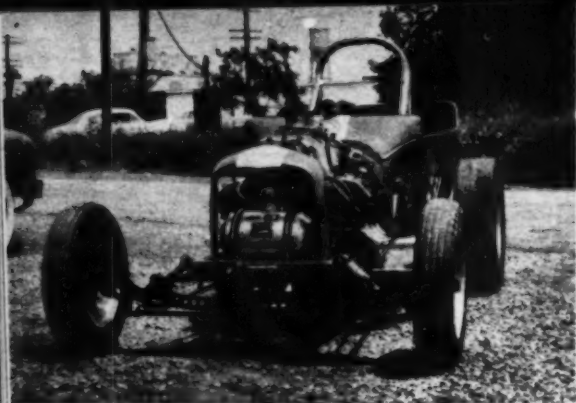


Y!
NO MORE
EN ME
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HOSE
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TIME
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Z
USTOM



NEXT DAY



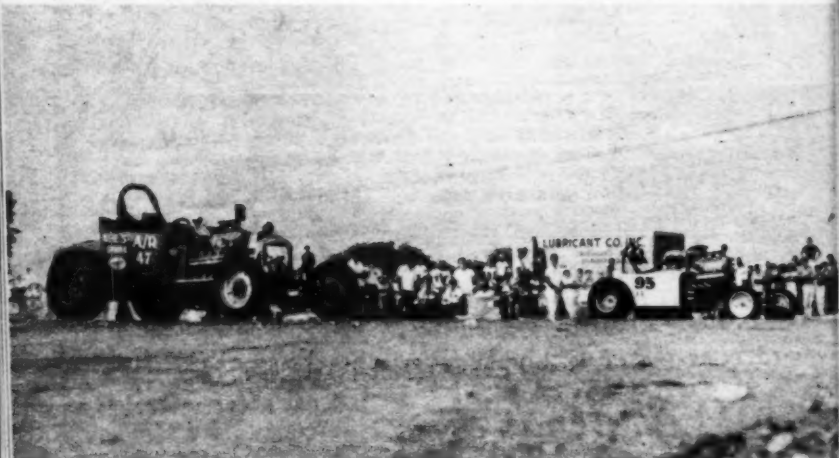


OTIE'S ELIMINATOR

blown chrysler takes all comers

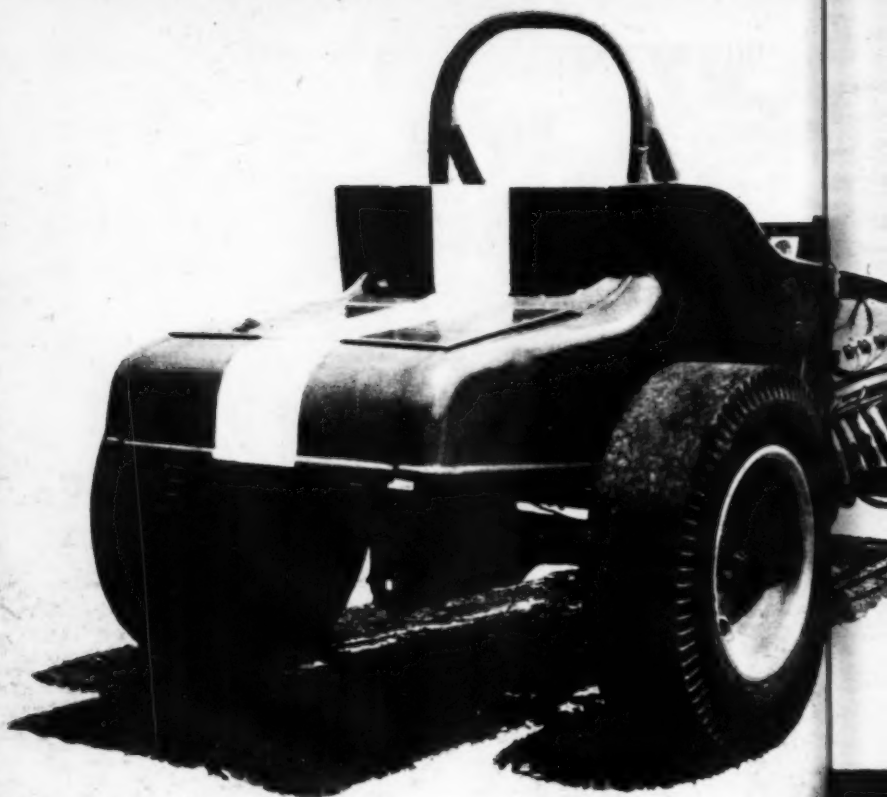
photos ralph neal and lynn

"Mr. Middle Eliminator," Otie Smith receives appropriate trophy presented by Coca Cola Bottling Co. (right). Trophy was awarded to the winner of the runoff between class champions in roadster, street roadster and altered coupe/sedan divisions. Otie (below) is first out of chute on way to another win, this time he's blowing off a blown Lincoln at Detroit's Big Go.



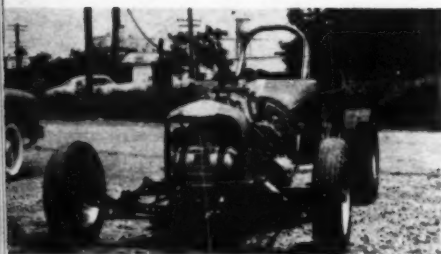
receives
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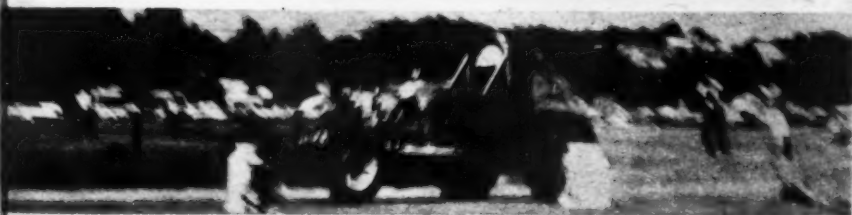
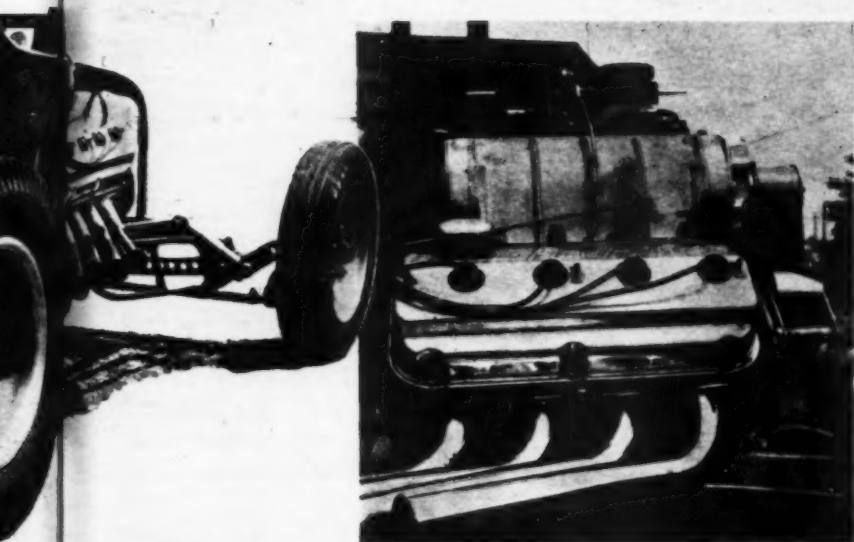
OTIE'S ELIMINATOR

continued



Otis Smith's '23 roadster had top time of 145.39 which gave Otie a new A roadster record. The '23 "T" with the blown Chrysler mill tips the scale at 1670 lbs., a great deal of weight was saved by using lightening holes in the channeled rails that support the "T" tub. The roadster has a '37 La Salle transmission, Chassis Research narrow rear end and brakes, Halibrand quick changes center section, with four Halibrand mag wheels mounting Firestone treads in front and 800 x 16 Inglewood slicks are mounted on traction end.

Road
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Roadster has Norden sprint car steering with a Bell 14" steering wheel, Wilcap flywheel and 11" Weber "Soft-Torq" clutch. The 392" 1957 Chrysler mill retains its stock bore and stroke, stock pistons, and has a Howard 283 steel billet cam and kit, and Vertex Magneto. All head porting and polishing was done by Otis. Engine is all topped by a 6-71 GMC blower with a 1 to 1 timing belt drive, pulleys were also made by Otis. Hilborn injectors by-pass an EELCO fuel system. The car has more than the required safety features on it.

FEBRUARY, 1960





(left) What's in a name? This name could imply a lot of different meanings, but as yet we have not hit on one valid enough to report.

Car naming has grown with Rodding, as proof we offer early roadster. Notice how sedate design appears in comparison with newest.

you meet the strangest characters in ...

CARNAMESVILLE

Charles Chariot conveys three rather obvious facts to the viewer. Car is owned by Charlie, it's a real bomb, and charlies a real goer. '22 Ford is owned by Charles Johnson of Mich.

continued on p. 66



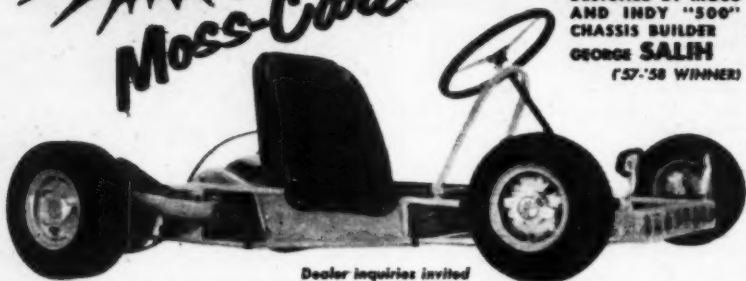
NEW

CONCEPTS
IN CARTS BY

MOSS

Moss-Cart

DESIGNED BY MOSS
AND INDY "500"
CHASSIS BUILDER
GEORGE SALIH
(1957-'58 WINNER)

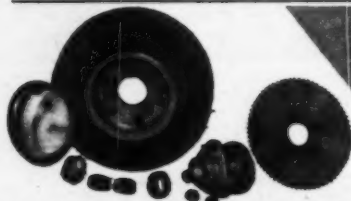


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(Use only tapered roller bearing wheels for racing service . . . grease packed . . . with seal and dust cap.)

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• Des Moines 5, Iowa

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New LIVE AXLE . . . the only one available with tapered roller bearings.
Write for details.



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- E-65 Clinton Engine 4½ hp (A)
- H-81 Power Products 5½ hp (B)
- TWIN E-65 Clintons 9 hp (B)
- TWIN H-81 Power Products 11 hp (C)

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(racing slicks optional) ONLY

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\$199⁹⁵ F.O.B.

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HOT AS YOU CAN STAND IT!**

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• **YOUR ENGINE'S VALVES** — It's doubtful if any of the internal parts in a high-performance engine work harder than the valves. Here's how to disassemble, inspect, recondition, adjust.

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— AK MILLER

Ak Miller's Garage, Whittier, Calif.

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ROD & CUSTOM

CARNAMESVILLE

continued from p. 61

As you might have guessed, the "C" bird, is a bird of prey. Pictured swooping down on a poor defenseless Corvette owner. Engine was successfully pilfered, and now rests snugly in the '56 T-Bird.



The ingenuity theme of '59 Big Go, where photos were taken, was proven many times in the car naming department. As witness "Cold turkey", docile looking '55 Chevrolet has a '57 Corvette mill stuffed under hood.

continued on p. 68

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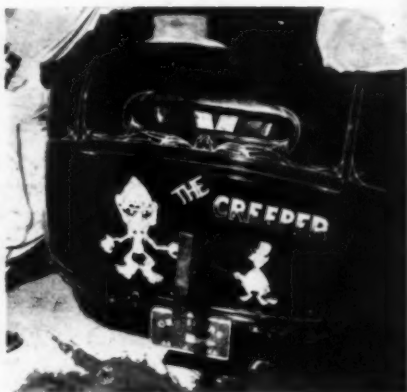
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CARNAMESVILLE

continued from p. 67

Meet "Piston Popper" this strange Artzybesheff type Character is typical of the weirdo types you might see on Rods and Customs anywhere there's point.



Many factors can initiate the developing names and/or characters for car as in the case of the "Shark". Whatever the reason seeing the cars at Detroit "Big Go" we realize that car naming has become very much a part of Rodding.



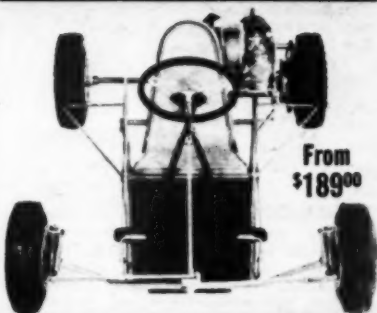
Rodders, with their active imaginations, are genuinely creative even when it comes to naming cars. The Creepers from Santa Ana really came up with a way-out mascot.



FEBRUARY, 1960

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OUR READERS WRITE

continued from p. 14

areas are far advanced if not equal to
Southern California.

Kansas City

Joe Biondo

CANADA

Would you be interested in some pictures of our bomb? It's a '49 Ford, with a '51 Caddy under the hood. We've installed dual carbs, $\frac{1}{2}$ cam, and an Olds grill. We've got spun aluminum racing discs on the wheels, bubble skirts and a Hollywood muffler and 2 pairs of chrome outside tailpipes. We got silver pin-stripping on the skirts. We've painted her royal blue, and had white upholstery (leather) put in. The dash is white, too. P.S. We belong to the "Forest City Falcons."

London, Ontario, Canada Bob Harris
Bill Dobbie

• Always interested in readers' customs.

Kart

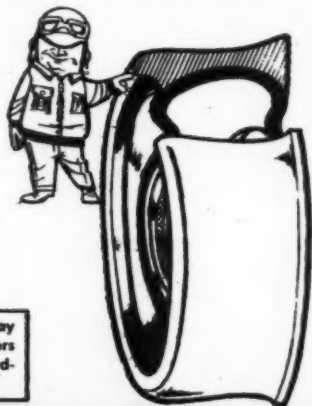
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TECH SPECS

by Les Ritchey
 technical editor

readers technical questions are
 answered by les ritchey

Dear Les:

I am very much interested in dropping another engine in my car, it's a '50 Merc 4 door.

What would be the best engine to work that wouldn't cost too much without cutting? Would that engine adapt to my transmission that has plenty of zip and if I switch to 12 volt, what do I change on my car? If I stay to 6 volt what do I change on the engine? What drive shaft will fit my trans to rear end.

Detroit, Michigan Robert Shumake

• The only engine which will go into your '50 Mercury with a minimum of problems is a 283 C. I. Chevy V8, it is no larger actually than the existing flat heads and puts out twice the horsepower. If you have a choice the 57 thru '59 283 C.I. 270 H.P. rated, chevy corvette engine would be the best, if you can buy this engine, outside of bore and stroke and a good head job, you've got a torrid turner already, then when rework time comes, it can be done with the boring bar and head work.

A bell housing which will bolt on the Chev engine will adapt it to your existing transmission, the bell housing and already fabricated motor mounts can be purchased from C & T Automotive in Hollywood, Calif., and should make this a very simple job of installation, no drive line modifications would have to be done on this set up.

It wouldn't be wise to try and use a complete 6 volt system in your car, the cost would be prohibitive in rewinding the starter and generator on the Chevy. The best thing to do would be to buy a 12-volt battery and voltage regulator and then install a 12 to 6 volt drop unit for the 6 volt gauges and lighting system, then at a later date if you wanted to change to 12 volt gauges and light bulbs, you could do so.

Dear Les:

I would like to know if it is possible to put in a floor shift in a fifty-four (1954) Mercury without changing the Bell Housing. If the transmission can be put in the car without too much

continued on p. 78

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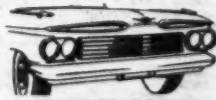
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DEPT. 152

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TECH SPEC

continued from p. 74

trouble. I would appreciate all available information.

I would like to have your honest opinion before I do any heavy work. If it is possible for you to send me all available information, I would also like to know what you would recommend as to transmission bell housing (if needed to be changed), etc. I am thinking of doing all the work myself. P.S. I have an automatic transmission. Chicago 9, Illinois Robert E. Kuscle

* No it is not possible for you to install a floor shift trans without changing Bell Housings, since you do have a merco-matic trans.

The best way to accomplish this is to go to the nearest wrecking yard and purchase a 1954-56 Mercury, clutch, flywheel, throwout bearing and standard trans and bell housing, also the clutch pedal and adjusting mechanism, these units will fit right into your car. With the exception of the driveshaft, your problems are over, due to the difference in wheelbase and trans. Lengths the best way out, is to install the trans and the bell housing measure, the distance between the U-joint flange and trans. extension housing and remake your drive line to fit. Any good machine shop can accomplish this for you at a minimum of cost and time.

The last part is the easiest, contact Osen Automotive, 6317 So. Normandie Ave., Los Angeles 44, Calif., and they will be happy to send you a bolt on floor shift mechanism for your transmission, also very reasonable.

Dear Les:

In the March 1959 issue, on page 56 upper left hand corner, there is a picture of a dynamometer being used to test output of small motors.

Do you have any "Do It Yourself" plans for building a similar one? If not, do you have or can recommend a source of information to enable me to build one of these dynos?

Alexandria, La. Alton A. Junear, Sr.

* No, as yet we do not have a do-it-yourself kit for small engine dynos, but rest assured a lot of do-it-yourself dynos have been made. For the information you seek please contact "Palmini Engineering," c/o Bob Palmini, 3156 N. San Gabriel, in the city of South San Gabriel, Calif.



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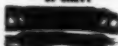
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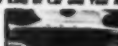
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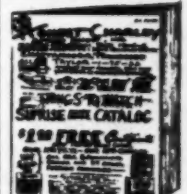
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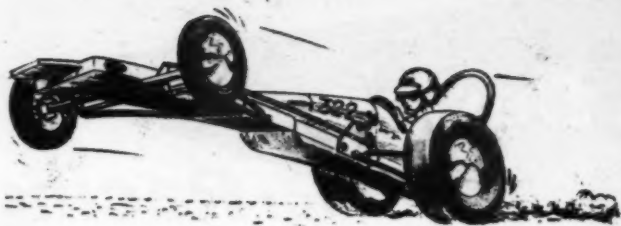
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DID MICKEY THOMPSON reach ultimate speed with his world-record "Challenger I" at Bonneville this fall? The whole auto world is asking that question today... and it looks like there just won't be an answer this year. On his last run on October 7th—the all-out sprint for Cobb's world record of 394 mph—the oxygen tube to his face mask broke at 300+ mph, and exhaust fumes in the cockpit forced him to pull up. Before they could get going again a rainstorm hit the Flats—and when the fall rains come to Bonneville, you might as well pack up and go home.

So we don't really know for sure what the car can do. It seems safe to say the car could never have approached the record on straight alcohol fuel. Thompson's best recorded alky speed, one way with a slight tailwind, was 367.83 mph. Best two-way average was clocked in the five-kilometer traps (3.1-mile) on the world record runs—a speed of 363.48 mph. This suggests a true maximum speed on straight alky of between 360 and 365 mph. I estimate this speed would require roughly 325 hp from each of the four Pontiac engines, at the clutches—which would be equivalent to around 400 hp in sea level atmosphere. (The 4200-foot altitude and warm temperatures on the Flats cut power output.) This 400 hp isn't any fabulous output from 414 cubic inches, but it's not bad with alky fuel.

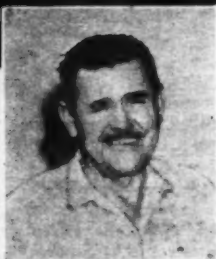
Nitro would be another matter. I understand Thompson was using a substantial jolt on his last run. We all know a horsepower boost of, say, 40 percent is quite easy to get with the jiggle juice... and, since the power required to push the car increases roughly as the cube of speed, this 40-percent boost would give a theoretical speed of 400-410 mph. Whether all four engines could've run the required 20 miles or so under the increased stress is debatable. (Remember, Thompson blew a nitro-burning Chrysler on the return leg of his record run last year.) You never know these answers till you try it!

But I would like to take this opportunity to extend public congratulations to Mickey for a wonderful achievement. He set a new Bonneville Nationals two-way mark of 330.5 mph, and four new world records from five kilometers to ten miles that beat John Cobb's 1947 marks. And we shouldn't forget that Thompson financed this car largely from his own pocket; he got the Goodyear people to develop a new super-speed tire that may have an important effect on future Bonneville performances; he focused the attention of the whole auto world on the American backshop hot rodder. I say hats off to Mickey Thompson... and better luck next year!

FEBRUARY, 1960

backpressure

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